

Below are the threads of our research inquiries via email to the sailboat owners community and the comments from those who responded. Included in the threads are comments from designer, Bill Crealock and former Pacific Seacraft president, Don Kohlman.

The purpose in organizing and publishing this set of email threads is an attempt to give something back to the sailing community which generously offered their time and opinions to help us with our research.

Although I did my best to accurately copy and compile all the inquiries/responses in this text, one or more emails may have been unintentionally excluded or associated with the wrong person. It is also likely that some of these emails are either out of order or in the wrong set of threads. Nevertheless, I consider this to be a valuable resource.

If this helps anyone with their boat purchase research, please let me know and please pass it on.

The names and email addresses were left in these messages. If for some reason you would like me to remove your name, or perhaps even your message, please let me know.

Thanks again to all of the respondents for your time and honesty in helping us with our search for the perfect boat.  
Dave Newberg - dave@davenewberg.com

- - - PACIFIC SEACRAFT THREAD- - - - -

From: Dave <DNewberg@mn.rr.com>  
Date: August 13, 2004 10:36:40 AM CDT  
To: <pacificseacraft-list@sailnet.net>  
Subject: Pacific Seacraft 37

Hello  
I am new to this group - I'm not sure if I am following proper protocol but I am throwing out a line and hoping to reel in some info and opinions.  
My wife and I are convinced that we want to upgrade from our O'Day 27 which we have sailed for 17 years on Lake Superior - to a PS 37 and are currently shopping the market. We looked at new but it's WAY more than we care to spend. We are not sure where to start narrowing the used ones down except that someone told us that - "1989 is when PS first installed the engine access through the cockpit floor in the 37 and that is "something we want".  
We plan to bring the boat to the Great Lakes for the next five years or so while we outfit and get used to it, eventually moving it out to the east coast - perhaps North Carolina - and then live aboard for about 6-7 months while rest of the the frozen-in sailors suffer up here. Being born and raised fresh-water sailors, we have very limited experience in salt. We would prefer to buy a reasonably priced fresh-water-only boat, but based on what I see available, that may not be an option.  
So here the subjects on which we would love to hear comments. . .  
Do we really want/need the cockpit engine access and if "yes", is 1989 the correct year for introduction of this feature?  
Are there any major concerns specific to the PS-37 when looking at used models, especially related to older salt water boats?

What features, if any, do you consider critical which may be options or production-improvements that PS has made and is there a model-year associated with the availability of these items?

What owner-initiated improvements or installations do you consider critical that we should look for or plan to make on a used PS-37?

Do you have any major complaints about this boat which has us captivated?

A number of people have told us that PS boats are way overpriced and we should consider other just-as-worthy more affordable boats - your comments?

What have I forgotten to ask? Any other comments will be greatly welcomed and appreciated.

My apologies if all this stuff has already been discussed, but I don't have the time to dig through the archives if they exist.

Many thanks and looking forward to your response!

Dave Newberg

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From: SHDestry@aol.com

Date: August 13, 2004 10:26:12 AM CDT

To: pacificseacraft-list@sailnet.net

Subject: Re: [pacificseacraft-list] Pacific Seacraft 37

Reply-To: pacificseacraft-list@sailnet.net

<<Do we really want/need the cockpit engine access and if "yes", is 1989 the correct year for introduction of this feature?>>

1989 good year to start. PSC starting using vinylster (?) in layups that year (more resistant to blistering) and rectangular portlights (more resistant to leaking). Cockpit engine hatch also a very desirable feature.

<<A number of people have told us that PS boats are way overpriced and we should consider other just-as-worthy more affordable boats - your comments?>>

Some people say Mercedes-Benz are overpriced. They have the same four wheels and engine as a Chevy. PSC are high quality ocean capable vessels and are priced accordingly (Even the smaller vessels have multiple ocean crossings to their credit). There are cheaper boats and boats with more room for less money (Catalinas, Hunters, Benneteaus etc.). I think the mid 40s Hunters have great interior layouts that would be more suitable for living aboard (and less extensive sailing). For some, getting the "house" ready to sail is problematic. IMHO.

Ben Alexander

s/v Puffin Dana #127

shdestry@aol.com

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From: Marc Hall <svcfish@yahoo.com>

Date: August 13, 2004 11:25:21 AM CDT

To: DNewberg@mn.rr.com

Subject: Re: [pacificseacraft-list] Pacific Seacraft 37

"1989 is when PS first installed the engine access through the cockpit floor in the 37 and that is "something we want".

I believe this to be true. The feature was introduced on the 34 and then PS modified the 37 molds. Prior to this the whole cockpit floor was one piece and could be removed if you needed to pull the engine. Normal engine access was from

the Quarterberth. Crazy Fish built in Aug-Nov 1989 has the engine access thru the cockpit, a friends boat Eagle built in 87 has access thru the quarterberth. The cockpit access is the way to go.

In 1989 PS also started using isophlatic (sp??) resign which solved any blistering problems. PS did not really have major blistering problems before 89 but this was the industry wide solution. No blisters have ever been seen on Crazy Fish. Eagle had a bit of problem and PS split the cost of having them ground out and then coal-tar resign applied.

What features, if any, do you consider critical which may be options or production-improvements that PS has made and is there a model-year associated with the availability of these items?

The folding leaf table mounted in the center of the boat. The previous 3 fold table that folded up against the galley cabinetry is not much of a table. Ours was the first boat with the table, my wife insisted on something better before we put the deposit down. With the table we could fairly comfortably serve 6 for dinner and we have had 9-10 on occasion.

The extended bowsprirt on newer boats is great. Allows you to get the cruising spinniker out there.

Do you have any major complaints about this boat which has us captivated? They have had problems with the aluminum fuel tank which sits in the bilge. Could be made of thicker aluminum. In any metal comes in contact it will result in hole. I pulled mine after 10 years and it had 3 pencil lead sized holes. Put new one in and spaced it up a bit with neoprene. Factory now has fiberglass replacements but they are lower volume. Tank is easy to remove by pulling up the 2 floorboards in the main salon.

A number of people have told us that PS boats are way overpriced and we should consider other just-as-worthy more affordable boats - your comments?

The boats hold their value. PS is still making and marketing the 37 which helps. The boats are also well built - it is a quality product so that helps as well

Marc Hall

Crazy Fish, a Crealock 37, currently moored in San Diego

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From: Marshall Audin <maudin@rcn.com>

Date: August 13, 2004 1:38:32 PM CDT

To: pacificseacraft-list@sailnet.net

Subject: Re: [pacificseacraft-list] Pacific Seacraft 37

Reply-To: pacificseacraft-list@sailnet.net

Dave,

We went through the same exercise you are going through several years ago and bought a 1992 - C37. At the 2000 Pacific Seacraft Rendezvous in Connecticut, Bill Crealock, the boat's designer, suggested we get the shoal draft (Scheel Keel) version if we are going to spend time in shallow waters like the east coast. We followed his advise and have been very happy.

A couple of other thoughts - If you buy a boat that's been on the ocean, check things out much more carefully. Some owners are very careful about upkeep and others aren't so careful. The boat we bought had only been sailed on Lake Champlain. The condition of the rigging, bronze, and standing rigging was in much better shape than most of the salt water boats we looked at. When we were up working on the boat in Vermont, we couldn't help but notice how much better off most of the boats were compared to boats in salt water marinas. Secondly, check out how the sanitary system is set up and what it will take to make it

comply with the generally more rigorous fresh water regulations. We had the opposite problem, our boat, being a fresh water boat, had no way to pump waste overboard except through a pump out on the deck. We had to re pipe the sanitary system to allow us to also pump overboard when properly offshore. The problem we encountered is that in fresh water areas, finding pump outs was no problem. In salt water settings, we had to travel all the way from NYC to Newport RI before finding a pump out facility and even then we had to wait a day for them to fix the equipment and then pay a fee.

You have made a great choice, we still amaze friends who come out with us on blustery days at how sea kindly our boat is.

Best of Luck,  
Marshall Audin  
s/v Sonata 252

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From: Dave Fritz <dafritz@attglobal.net>  
Date: August 13, 2004 5:08:30 PM CDT  
To: DNewberg@mn.rr.com  
Subject: PS 37

Dave, hope you don't mind direct correspondence. I think we might be kindred spirits. Mostly I've been lurking with essentially the same questions. BTW, we're not all that skilled or experienced. We've focused in on the PS 37 and wonder "Do we really want to spend that kind of money, and if we do, how come PS seems to be priced that much compared to other boats." Another question I have I have is about the deck stepped mast. Although a PS seems to meet almost all of the criteria in the "Desirable and Undesirable Characteristics of Offshore Yachts," it says that the mast must be keel stepped.

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Dave FritzFrom: LivnAboard@aol.com  
Date: August 13, 2004 6:26:44 PM CDT  
To: pacificseacraft-list@sailnet.net  
Subject: Re: [pacificseacraft-list] Pacific Seacraft 37  
Reply-To: pacificseacraft-list@sailnet.net

Dave...can't speak to the 37...but PSC is a company, in my opinion, second to none. That goes all the way to the top -- so if you think they're overpriced, you have some more looking to do, I think. (That's just MY opinion...I'll let others weigh in.) That said, I find it interesting that you seem to be a bit "focussed" on fresh-water vs salt-water boats. I've heard that argument for nearly three decades so far...but fail to make the connection. I've lived in/around salt water and salt-water boats since 1966 and have yet to find any conclusive that a "fresh-water-only" boat has any advantage over those exposed to salt. My opinion, and it's just that, is that both environs have their pro's and con's. Were it me, I wouldn't consider one an advantage over the other, overall.

From fit and finish...you'll find a world of difference when you dig beneath the surface of the PSC boats...but an uncaring owner can still make you run, not walk, away from a unloved boat.

Bill Huesmann  
Dana 139  
Gulf Shores, AL

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Date: August 16, 2004 9:45:31 AM CDT  
To: Dave Fritz <dafritz@attglobal.net>  
Subject: Re: PS 37

Hi Dave

My wife and I have been pondering the PS line for over a year - started looking at a 31 (a bit too small because we have 2 in college who like to bring their friends), went up to a 34 and have settled on a 37 as the price per foot seems to favor the 37. Of course tuition of 2 in college favors keeping our old O'Day 27. But this weekend that choice became moot as we just returned from taking our new buyers on a test sail and signing the sale agreement. - Now the chase begins because we are like ducks out of water - without a boat.

The keel-stepped vs. deck-stepped idea perhaps is only one man's rule, I'm not sure. I can see both sides. We have owned a boat for 17 years with a deck stepped mast and another one for 8 years before that, and we (of course) have had NO leaks around the mast. I have had no reasons to dislike our setup - just as easy to work on, easy to take down, etc.. I have talked to a number of owners with deck stepped masts and they all have leaking problems - although that alone is not a reason to toss out the keel-stepped models. I have talked to both keel-stepped and deck-stepped owners who said that they have had corrosion problems around the base of the mast. If it is a concern, I'm sure that PS would give you reasons why they they chose that option as it clearly must have been deeply thought out by, and discussed with W. Creakock. You can always find something wrong with a boat if you look deep enough - every boat design is a forced compromise in my opinion.

We know owners of CSY 36, Pearson 365 and a few other similar sized and pretty seaworthy boats and they think that the PS37 (and all PS boats) are way overpriced and feel that their vessels are as capable and a better value. Some say the Island Packet is the Cadillac but it is even more pricey and we don't want a full keel. There are other boat that look good - maybe even better, but there are so few on the market and they are in Europe or who knows where. When you talk with PS owners, they seem to feel that they truly have a better boat, and I am trying to get hit with all of the reasons, positive and negative - hence my email to this sailnet group.

At this point we don't intend to cross major oceans, but mostly we want more spacious boat with a secure deck (I'm 51 and no longer like being in 10 foot seas on the foredeck with a 1 inch high toe-rail as my safety net), a solid boat that sails well and has more seakindly motion than our last one, reasonably shallow draft, and will be still worth something when we decide sell. That last reason is one that keeps us coming back to PS along with the fairly good use of space inside the necessary relatively narrow beam of the 37.

I'd be happy to continue this discussion and get your take on other boats and other angles on Pacific Seacraft that you may find and I will pass on what I find also. So far we have not talked to anyone who is disappointed that they bought a PS, although we have heard comments about the need for various upgrades and refits. On the same hand we are not ruling out other boats, as we would love to save an extra \$50k or more to spend on upgrading and having fun with a less expensive boat. That's a load of upgrading!

Chao

Dave

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From: David Veale <davidveale@hotmail.com>  
Date: August 13, 2004 11:50:38 PM CDT  
To: pacificseacraft-list@sailnet.net  
Subject: Re: [pacificseacraft-list] Pacific Seacraft 37  
Reply-To: pacificseacraft-list@sailnet.net

With regards to the cockpit-floor engine access...

We're the owner of PS37 Hull #1 from 1980, and we've got the removable cockpit floor. On ours, the \*entire\* floor comes out, steering pedestal and all (I believe the boats were originally designed to have only tiller steering, where this made more sense). I'm not sure when they made the change, but the newer boats have the pedestal attached to a permanent floor, and only the cockpit floor forward of the pedestal comes out. So I don't think you have to worry about any older models in this regard. I know that some of Bill Crealock's other boats, including older designs like the Westsail 32 also have removable floors, so am guessing that even the original Cruising Consultants Crealock 37's also have the removable floor.

Our boat, being the oldest PS37 around, has been in saltwater her entire life. So here's what I know to look out for....

1) the base of the mast was \*extremely\* pitted, inside the mast where is rested against the mast step. This isn't visible unless the mast is unstepped. I would guess that boats from northern climes, where they haul out every year, may be better in this regard.

2) Our original LeFiel boom had an odd extrusion with "fin" running the entire length of boom's underside. All the hardware (mainsheet & boom vang attachments) was attached through this fin, and there were several fatigue/stress induced cracks. This combined with the condition of the mast base caused us to replace both mast and boom.

3) The compression post which supports the weight of the mast, located under the cabin sole, was made of raw steel. I'm not sure which bright soul thought up this idea. It was still sound, but quite rusty, and not something which inspired confidence (we also replaced this, with a 4" fiberglass tube, for about \$500). Not only was it a bad design idea, but the post was also set directly over a keelbolt, and was completely glassed in. This would've been a real surprise if we had ever had reason to drop our keel.

4) Our boat didn't have a sealed lazarette for use as a propane locker. I'm not sure when PS first implemented this. We've since glassed in the floor and top of the bulkhead, which was fairly cheap to accomplish, but still a pain in the rear.

5) Blisters! Our blistering wasn't too bad; they were all dime sized, but there were thousands of them. They're not a structural issue when they're this small, but are certainly an annoyance, and won't make your boat any faster. Peeling our bottom and having it redone by a reputable yard set us back \$8500. If you can afford the newer boats, I would think the vinylester resin boats are a really good idea.

About the PS 37 in general...

I think these are some of the most sturdy boats built. The more I look at other boats, the more I like them. They're not terribly roomy, and don't have a whole lot of storage, but they sail very well, which is something that's quite often at odds with sturdiness. I think they're much better built even than other "offshore" boats, particularly the Valiants. If you plan to just sail in coastal areas, the extra cost probably isn't worth it; I think a lot of people

like the idea of an offshore boat even though they don't really need one. Kind of like the guy who drives a Hummer which never goes off-road. For example, a boat like an Islander 36 will typically cost 1/3 what a PS37 costs. They're not really built for offshore use, but are still quite sturdy (still have a skeg hung rudder, which I consider very important) and will also sail extremely well.

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From: ltjones <ltjones@ualr.edu>  
Date: August 14, 2004 5:57:05 PM CDT  
To: pacificseacraft-list@sailnet.net  
Subject: Re: [pacificseacraft-list] Pacific Seacraft 37  
Reply-To: pacificseacraft-list@sailnet.net  
On Fri, 2004-08-13 at 09:36, Dave wrote:

My wife and I are convinced that we want to upgrade from our O'Day 27 which we have sailed for 17 years on Lake Superior - to a PS 37 and are currently shopping the market. We looked at new but it's WAY more than we care to spend. We are not sure where to start narrowing the used ones down except that someone told us that - "1989 is when PS first installed the engine access through the cockpit floor in the 37 and that is "something we want".

Dave --

My 1983 37 has the removable (full) cockpit sole. The engine, though, is not directly under the cockpit sole. it's a bit forward and if I were pulling it I'd consider coming out

the companionway hatch. Having the cockpit access would be most helpful though, dealing with the plumbing, electrics, shaft coupling, etc..

My 1979 Cape Dory lived most of her life in fresh water and the standing rigging is still in very good condition.

-- alonzo            psc37 #149 "Rhapsody"            ltjones (at) ualr dot edu

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From: John Pollard <johnrpollard@johnrpollard.com>  
Date: August 15, 2004 7:52:31 AM CDT  
To: pacificseacraft-list@sailnet.net  
Subject: RE: [pacificseacraft-list] Pacific Seacraft 37  
Reply-To: pacificseacraft-list@sailnet.net

Dave,

As others have indicated, I think the removable cockpit sole has been a feature for as long as PSC has built the 37 (there were some earlier C37s built by Cruising Associates that may not have this feature).

Any saltwater boat from the 80s should by now have had its standing rigging and lifelines replaced at least once -- if not your insurance company probably will require you to do so, so factor that into the price. If I were not looking for the absolute cheapest C37 available,

I would probably target a boat from the early 1990s and onward, since these boats had a number of component upgrades that distinguished them from the 1980s boats (nicer electrical panels, fixtures, improved portlights, usually extra tanks, and generally more factory installed amenities, etc), and they all had vinylester resin in the layup. But

the 1980s boats probably represent the best value.

It is also my general impression that during the 80s and early -mid-90s time period, PSC was more willing to customize boats for the original purchasers than

they were during the late 90s and in the 2000s, so you tend to see more unique features on boats from this era (I think they try to limit custom features nowadays because it tends to drive costs way up).

Having owned PSC boats with both oval and rectangular portlights, I prefer the newer rectangular portlights that were introduced at the end of the 80s (not as aesthetically pleasing, but they require much less maintenance due to their improved design).

One optional feature you may want to look for on the C37 is the extended anchor/bow platform. We have this on our C31 (it is standard on our model), and it is a nice feature (greatly simplifies anchor storage.) I believe some of the C37s have it and I have noticed it more often on the newer boats.

PSC boats have a well established and predictable market value based on their outstanding build quality, and they hold their value much better than most makes. Having had the pleasure of owning two models, I never felt they were overpriced. Good luck with your search! - John PSC31 #62

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From: Tom Evans <teejayevans@yahoo.com>  
Date: August 15, 2004 11:43:48 AM CDT  
To: pacificseacraft-list@sailnet.net  
Subject: RE: [pacificseacraft-list] Pacific Seacraft 37  
Reply-To: pacificseacraft-list@sailnet.net

Have had just gone through this process, for those looking to build, there are many more options available then are on the downloadable spec sheets. I think they will do anything that doesn't require a major change to any of the 3 major construction components (hull, deck, interior pan). Check out Calder's 40 for an example of what they will do: custom Nav table, additional hatch over quarter birth, custom fiberglass tank, oil changing station, etc Of course they pass the cost onto you, but if you got the cash....

Tom

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From: Pierre Buhler <pierre007@earthlink.net>  
Date: August 15, 2004 5:20:26 PM CDT  
To: pacificseacraft-list@sailnet.net  
Subject: [pacificseacraft-list] Pacific Seacraft 37  
Reply-To: pacificseacraft-list@sailnet.net

When we had our boat made (2000) the factory was willing to customize as long as we did not change structural elements essential to boat's strength.

Pierre  
EchappÈe (PS40)

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From: Gregory Konrad <svsynergy37@yahoo.com>  
Date: August 15, 2004 9:52:19 PM CDT  
To: Dave <dnewberg@mn.rr.com>  
Subject: 37' Pacific Seacraft

Hi Dave,



Saw your message on the Pacific Seacraft sailnet so I will give you my two cents and add a commercial for my boat that I previously listed on sailnet. I'm doing this "offline" so the other members don't receive my commercial twice.

Engine access: I have an '88 tiller boat and the entire cockpit sole comes out without the complication of a pedestal. It is a great feature if you have to do a big job in the engine room. You can sit up straight in rather than being hunched over.

Boat Options:

Cutter rig: I really like the cutter rig because it gives you lots of reefing options. When the wind really starts to honk, I roll up the genoa and sail with the staysail and triple reefed main. The boat really balances well with this sail plan and we can comfortably sail with winds above 35kts.

Single-handers package: This option leads all the halyards and reefing lines back to the cockpit. You can do all your reefing from the cockpit and don't even need to tie in reef points if you have good lazy jacks. Very important safety device.

Scheel Keel: The shallow draft keel has great advantages when you sail in "skinny water". You probably won't need it in the Great Lakes, but it would be great in N. Carolina. The East Coast intracoastal waterway has lots of shallow spots. The sailing performance with the Scheel Keel is just as good as the deep draft.

Max Prop: This feathering prop gives you lots of advantages. Under sail, the blades feather which reduces drag considerably. The pitch is adjustable so you can fine tune the pitch to get the best performance out of your engine. In reverse, the blades flip over and you get amazing stopping power in reverse. Standard props give you only about 30% of forward thrust in reverse while Max-Prop gives you about 80%. Very handy in tight quarter docking situations.

Complaints:

Ice Box Insulation: I measured the insulation thickness on all sides of my icebox and found that the side next to the engine compartment was only 2" thick and the bottom was only about 3". I added insulation on the bottom and engine side of mine and underneath the top to keep the power consumption under control.

Ball valve handles: All the ball valves were good quality bronze/stainless, but a few of the valves had plain steel handles. I had to replace several handles with stainless handles that I had custom made.

Other than those two items, the PS 37 is everything it is cracked up to be. It is superbly well balanced and performance is outstanding for a cruising boat.

Things to look for when boat shopping: I think you will find big differences in condition from one boat to the next. The biggest factor in condition is the TLC provided by previous owners. The expensive parts of the boat are the engine and sails. Engine hours are not the best indication of longevity. An engine that has had oil changes every hundred hours, few filters changed on schedule, and fuel tanks purged of accumulated crap will last a long time (8-10K hours) while a poorly maintained engine may fail after 800 hours. Look at the sails carefully because they are expensive to replace. Sails that have been covered will last a long time, but sails left out in the sun will deteriorate quickly.

The following is my commercial in sailnet a few weeks ago:

"Synergy is a mint-condition 1988 Crealock 37 cutter (Circumnavigator Model) with a comprehensive equipment list. She has the shoal draft Scheel Keel (4'11") which is great for the Bahamas and Florida. Her equipment includes monitor wind vane, solar panels, wind generator, Max prop, ICOM M-710 single side-band radio, radar, water maker, Link 2000R battery monitor, inverter, full cockpit

enclosure, cruising spinnaker and many custom modifications too numerous to list.

Synergy has new Sunbrella upholstery in the saloon and her interior teak is beautifully varnished. The boat has tiller steering and a unique set-up for auto-pilot and monitor steering. The tiller stays folded aft when underway which completely opens up the cockpit while sailing. Likewise, tiller steering greatly increases the useable size of the cockpit when entertaining guests. Since the PS37 is so well balanced, tiller steering is ideal. ! You have a better "feel" on the helm and avoid all the complications of a wheel. The tiller attaches directly to the rudder post. What could be simpler? We cruised Synergy for 7 years and modified her into a safe, comfortable and fun cruising home.

If you or someone you know is interested, please contact Greg at svvsynergy37@yahoo.com or (727) 822-5069. You can view photos at <http://f2.pg.photos.yahoo.com/svvsynergy37> . Synergy is located in St Petersburg, Florida. We are asking \$136K."

Dave, my bride and I have owned our boat for 10 years and lived aboard/cruised her for seven years so we have lots of experience with the boat. If you have any questions about our boat or any other ! one we would be happy to offer our advice to you. Happy boat shopping.

Regards,  
Greg Konrad

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From: Dave <DNewberg@mn.rr.com>  
Date: August 19, 2004 4:29:21 PM CDT  
To: Gregory Konrad <svvsynergy37@yahoo.com>  
Subject: Re: 37' Pacific Seacraft

Hi Greg

Many thanks for the response and for the info about your boat. Curious why you are selling - upgrading? - downgrading?

Your boat sounds interesting and since we just closed on the sale of our current boat this week, we will be seriously shopping soon. I had trouble getting into your photos the first time I tried - apparently a server problem or something - but I managed to look at them today.

Although our most recent boat is wheel steered, we have owned a tiller steered boat and both my wife and I are comfortable with the tiller, however I would likely hear a protest from the kids. At issue is the location of the engine controls (so you don't have to take your eyes off where you are going to adjust throttle/shift) and the whining I will hear from the family members who have grown up behind a wheel.

We have been looking at PS37s as old as 1984 but because of comments from others we are now thinking we should shop newer. Your boat is one year older than 1989 which, as we have been told, is when PS started using vinylester? resins in the layup a factor in prevention of blistering. Have you had any issues with blisters? I heard from the owner of PS37 hull #1 from 1980 and he said they were only dime-sized but he had thousands of them.

Scheel keel is something we definitely want so that's good. Even though Lake S is deep for the most part, there are some very shallow areas we like to frequent and I love to snug up to a beach when we anchor. Your boat doesn't have the newer (lower maintenance) rectangular port-lights which we have been told are a good feature. Apparently PS started installing them in 89 also. Your comments?

We hadn't considered a wind vane and have never used one but it could be handy on Lake S since the distances get into the hundreds of miles. Takes the autopilot load off the batteries. What is the approximate minimum wind speed at which it will steer your boat?

A friend who owns a PS 34 also says cutter rig is very essential. He has sailed in severe conditions with reefed main and staysail and had a reasonable calm attitude as well as a smooth ride.

Can't quite figure out what you have going on in the quarter berth. Please elaborate. I don't remember seeing doors on the other boats we have looked at. Please also elaborate on cleaning the fuel tank. We have owned only gasoline engines but I have heard about the perils of cleaning a diesel tank. Is that something you can maintain on an ongoing basis rather than facing the huge job of cleaning it out when the entire tank bottom turns to sludge?

Do you have an equipment list and more thorough description of the boat? Upgrades, condition, etc.?

Back to work for now - more questions later. Busy week and getting ready for some R&R time off, then serious boat shopping starts middle of next month.

Cheers

Dave

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From: Gregory Konrad <svsynergy37@yahoo.com>

Date: August 19, 2004 9:41:05 PM CDT

To: Dave <DNewberg@mn.rr.com>

Subject: Re: 37' Pacific Seacraft

Hi Dave,

Thanks for the reply. You are off to a good start getting lots of feedback from the sailnet group. We talked to PSC owners before we bought our boat to see if the PSC literature was fact or hype. Getting info directly from owners is probably your best source although I have to admit that owners have some biases about their own boats. I'll do my best to answer your questions.

Why are we selling? We are going over to the "dark side." On our last cruise to the Chesapeake we met some other cruisers living on sailing catamarans. My bride wants to switch to a cat so I have to indulge her wishes since she compromised with me 10 yrs ago when we bought Synergy.

Tiller vs wheel? Our previous boat (Endeavor 32) had a wheel and we hesitated about buying a 37' boat with a tiller. Our 32 really needed a wheel to provide enough mechanical advantage to counteract the large weather helm. The PSC 37 is so well balanced that a wheel is really overkill and takes up valuable cockpit space. The most important reason for the tiller, however, is the "feel" it gives you while sailing. It's just a lot more fun to steer.

Blister issues? We have never had a blister on the hull. Synergy is 16 years old so I don't think it's likely that she will develop a case of "acne" at this late date. As you know, the primary reason for blisters is poor quality control during layup of the hull. It is probably an advantage to have vinyl ester resin layup in the newer boats, but you will also pay a much higher price for the newer boats.

Port lights? We have the oval bronze port lights and love them. They look "saltier" than the chrome plated rectangular ports and we have not had any problems with them. We like the green patina color of the outside of our ports because it matches our dark green canvas. On the inside, we periodically polish the bronze ports and the interior looks like a finely fitted yacht.

Monitor wind vane? The monitor is our best crew member. It doesn't get tired, never takes a lunch break, doesn't use any power, and loves big seas and strong winds. The monitor develops its steering power from the water flowing over the oar that sticks in the water. The vane will steer fine when boat speed stays above 2.5kts. Downwind it is probably closer to 3.5kts since the apparent wind on the wind blade is very low. The wind vane's best advantage is during boisterous conditions when many autopilots can't keep up. I find it very intimidating since it steers better than I can.

Quarter berth modification?: We used the quarter berth primarily for storage. Margaret doesn't like a bunch of stuff visible from the salon so I built teak doors to hide the stuff. The doors are on "snap apart" hinges so they can be removed quickly. It could be easily returned to a sleeping berth.

Fuel tank cleaning?: Diesels are fairly easy to maintain, but they are very particular about wanting clean fuel. Fuel that is left in a tank for a long time should have a fuel preservative and biocide added. Otherwise, bacteria will grow in the fuel which will turn it black and into sludge. The crud usually settles to the bottom of the tank and may not cause any problems until the seas get rough and the crud emulsifies into the good fuel. This situation can cause the engine to stop just when you need it most. I have a small pump that I use to take fuel samples from the bottom of my tank. If the sample shows crud or water, I keep pumping until everything runs clean. The first time I did this procedure I had to pump 2.5 gallons out of the tank before it ran clear. Since I started doing this on an annual basis, I usually need to pump out a quart before it runs clear. When you look at boats, shine a flashlight through the clear bowls on the racor filters to see the color of the fuel. If it looks black, that's not good.

Full equipment list: I have a full listing on Yachtworld.com. If you click on the this link, it should come up

[http://www.yachtworld.com/core/listing/pl\\_boat\\_detail.jsp?currency=USD&units=Feet&checked\\_boats=1230211&slim=quick](http://www.yachtworld.com/core/listing/pl_boat_detail.jsp?currency=USD&units=Feet&checked_boats=1230211&slim=quick). If that doesn't work, you can search on "used" -- "sail" -- "Pacific Seacraft" -- 37' to 37'. Synergy is the only 1988 listing. When you get to the web listing you will see that I have a broker and the asking price is 141K. I have a contract with this broker so I can also sell the boat myself with no commission. That's why my asking price is lower.

Good luck in your boat shopping.

Greg Konrad

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Date: August 19, 2004 11:19:14 PM CDT

To: Gregory Konrad <svsynergy37@yahoo.com>

Subject: Re: 37' Pacific Seacraft

Hi Greg

We are big fans of catamarans too and expect to have a chance to sail one soon. I have been subscribed to Multihulls mag. nearly forever. Most of the harbors just don't accommodate them well up here, but they sure would work well in these waters. We have not ruled them out completely yet. It's either a PS37 or a cat in our future. So far I have been very impressed with what I seen in the Manta, but there are so few used ones and they definitely are not cheap. In the more common I sort of like the PDQ 36 and Gemini 105 because of the availability and affordability but I haven't researched the sailing characteristics yet.

What model(s) are you looking at?

Dave

- - - - -

From: Gregory Konrad <svsynergy37@yahoo.com>  
Date: August 20, 2004 9:43:51 PM CDT  
To: Dave <DNewberg@mn.rr.com>  
Subject: Re: 37' Pacific Seacraft

Hi Dave,

After our experience with the quality of Pacific Seacraft it will be difficult to transition to most cats. We looked at many different kinds last summer in the Chesapeake and found a few that we like. Our favorite is the Privelege 37. It appears to be constructed very well, but we have not found one we can afford...a big problem with cats. We also likesome of theSouth African boats like the Island Spirit 40, Admiral 38, and Leopard 38. We looked atseveral Fountaine Pajots andLagoon 38s, but were disappointed in the quality. The Mantasare very popular but we think they are over priced. Even though the new ones are advertised as 42's, they are really just 38's with pontoon extensions at the aft end.One of my biggest concerns withalmost all the cats is the use of sail drives instead of conventional prop shafts.I think they might be a maintenance nightmare....aluminum drives submerged at all times....have to remove the props to change the zincs...can't change the gear oilunless you haul the boat etc. etc. The PDQ 36 looks like a good boat, butwedidn't like the low bridge-deck clearance and we wanted more head room.

I think our best solution is to win the lottery. Then we wouldn't have to compromise on our boat choices.

Greg

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Date: August 21, 2004 11:07:59 AM CDT  
To: Gregory Konrad <svsynergy37@yahoo.com>  
Subject: Re: 37' Pacific Seacraft

Hi Greg

The lottery would be nice wouldn't it . . .

Regarding propulsion for catamarans, have you checked out Solomon Tech's Electric Wheel. If you are buying new (or even re-powering) this appears to be an extremely interesting option to me. They have been installed in a number of boats now with excellent success and satisfaction. They have a number of remarkable advantages over gas or diesel engines and are priced within reason of a diesel installation.

If you have not heard of this check it out: <http://www.solomontechnologies.com/>. I have been onboard a Packet Cat up on Lake Superior and I was very impressed with the interior layout and quality of construction, but I'm not sure about its sailing abilities either. I have not really looked at many hull designs yet, but I have done a fair amount of reading and know and the height of bridge deck and hidden appendages between the hulls are a major consideration.

Dave

- - - ISLAND PACKET THREAD- - - - -

From: Dave <DNewberg@mn.rr.com>  
Date: September 9, 2004 10:09:52 PM CDT  
To: islpkt-list@sailnet.net

Subject: [islpkt-list] Island Packet vs Pacific Seacraft

Reply-To: islpkt-list@sailnet.net

Hello all

I am new to this group - we recently sold our boat which we have sailed for many years on Lake Superior and have narrowed the list of new prospects down to two builders. Until someone recently convinced us to look more closely at Island Packets, Pacific Seacraft 37 was our boat of choice. Now, Island Packet has been added to our short list. Recognition by Ferenc Mate, grand claims of quality from the builders, accolades from owners . . . are these boats equals or ?? I may open a can of worms by asking to compare these boats/builders, but I am throwing out a line here (as well as PS sailnet) and hoping to catch some responses and opinions. If this is too much to respond to, please ignore it.

Our comments/observations:

We looked at new but used models of IPs are at the limit of what we want to spend.

With the Pacific Seacraft, it was relatively easy to narrow down the size choice since there are fewer models from which to choose - so the 37 was our easy choice. But Island Packets have built many more models in the 30-40 foot range and they all have significantly greater interior volume per foot of boat length so we are a bit overwhelmed. We have yet to board any IPs but plan to very soon. As with the PS, there are none for sale anywhere near us.

We plan to bring the boat to the Great Lakes for awhile while we outfit and get used to it, eventually moving it to the east coast - perhaps North Carolina - and then live aboard during winter while the rest of the the frozen sailors suffer up here. Being born and raised fresh-water sailors, we have pretty limited saltwater experience. We would prefer to buy a reasonably priced fresh-water-only boat, but based on what I see available, that will not likely be possible.

So here are some subjects on which we would love to hear comments if anyone feels up to the task . . .

Has anyone already gone through the exercise of comparing PS to IP and reached any clear conclusions? If you were looking at a PS37 which IP would you compare to it or is it futile to try to compare them.

We like the IP-350 a lot. We know that 1989 is when builders started using the more blister-resistant resins but beyond that . . . are there certain years where major additions, improvements or upgrades have been made to particular models that would be must-haves or very desirable? Apparently none of the earlier models (35, 37, 38) have boarding platforms like the 350 correct?

What's your opinion about sloop versus cutter rig on the IP?

Are there any major concerns specific to the IPs when looking at used models, especially related to older (89...early 90s) saltwater boats?

We think we prefer the offset pullman-style forward-berth over the v-berth but we are not sure. What, if any are benefits of one vs. the other?

The 320 is a very interesting boat but we are a bit concerned about space and would have to get aboard one and see. We have yet to tour any Island Packets so we don't know exactly what to think, but we want, at a minimum, for the interior to give us about the same storage capacity and feel about as big as the PS37.

The IP320's beam is, amazingly, wider than the PS37. I'm sure that does wonders for space but what does that do to its motion in big seas?

Can anyone compare the sailing characteristics of the PS37 versus the various Island Packets? How about hull integrity and ability to handle a grounding. We like the keel stepped mast on the IP versus deck stepped on the PS as well as

the encapsulated ballast vs bolt-on. How about handling during docking? We are in a small harbor with rather tight turning radiuses. Can the IP350, for example, turn in about the same amount of space as the PS37. What about helm pressures? Are the IPs pretty balanced boats so you can successfully use an autopilot? What owner-initiated improvements or installations do you consider critical that we should look for or plan to make on a used IP? What kind of frequent or common problems have you seen crop up on IPs that we should be aware of? What have I forgotten to ask? Any other comments will be greatly welcomed and appreciated. My apologies if all this has already been discussed, but if archives exist the search would probably take forever. Many thanks and looking forward to your responses!  
Dave & Janet Newberg  
No Boat - 00 feet

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From: Jared Cook <chiaricook@earthlink.net>  
Date: September 9, 2004 10:26:35 PM CDT  
To: pacificseacraft-list@sailnet.net  
Subject: Re: [pacificseacraft-list] 37' Pacific Seacraft vs Island Packet  
Reply-To: pacificseacraft-list@sailnet.net  
Dave & Janet,  
I also looked at IP before I purchased a Pacific Seacraft 37. (I'll refrain from using the oft used reference: "Island Piglet")  
You do get much more storage/living space with the Island Packet. Many more creature comforts as well. What you choose depends on your sailing/life-style. The only thing that I found deficient in the IP construction is their use of machine screws instead of bolts on some critical areas. You should check with the factory and get a complete breakdown on how the boat is constructed. I prefer the lead keel as opposed to the encapsulated keel. Note also that the ballast inside the IP keel is not lead. All in all I think they are both good boats and both have many satisfied owners. I think your personal aesthetics, lifestyle, and sailing needs will probably determine which you prefer.  
Good sailing  
Jared Cook  
PSC 37 #344  
Bunky II

- - - - -

From: "Tom@StillPond" <tdignam@mac.com>  
Date: September 9, 2004 11:09:03 PM CDT  
To: pacificseacraft-list@sailnet.net  
Subject: Re: [pacificseacraft-list] 37' Pacific Seacraft vs Island Packet  
Reply-To: pacificseacraft-list@sailnet.net  
Jared,  
Island Packet is the only American manufacture that carries the "A" All Ocean CE rating. Island Packet is the only manufacturer that warrants their yachts 10

years against blisters. Not to mention, I don't think Pacific Seacraft would invite comparison against Island Packet on the number of major offshore rallies and regattas won and placed. Nor would I invite comparison on amount of investment returned should one decide to sell an Island Packet vs Pacific Seacraft. All yachts are compromises to some degree. Ergonomically, I'd consider Island Packet a cut above all comers.

From the factory, would I personally express preferences? Yes, No in mast furling for me. Though in mast furling is what the market demands. And certainly a less sprawling king size V Berth, for seaway comfort. But with it's speed in open water, cutter rig, protected running gear, capacity for entertaining more than two couples in style and comfort and it's "A" all ocean European CE rating, the Island Packet is hard to beat.

TD

Pacific Seacraft Orion 27

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From: Mike Knorr <mike@professionalscubainstitute.com>

Date: September 9, 2004 10:54:49 PM CDT

To: DNewberg@MN.rr.com

Subject: PS vs. Island Packet

Greetings,

I picked up your post on the PS site and thought I would drop you a note off the list.

We considered an IP 32 before we purchased our PS 34. I know a number of people who are very satisfied with their IPs, a few who are sailing worldwide and performing well.

I found that, upon very close inspection, the PS we constructed to a somewhat higher standard in the area of hardware and teak finishing on the interior. The IP definitely will give you greater living space below deck & increased storage. I think the choice would be somewhat dependant on what your plans are with the vessel long term. There are very few vessels that will top the PS for bluewater sailing characteristics.

Where in Minnesota are you from? We sail out of Superior, WI on Lake Superior and live in Moorhead, MN. I did hear of a 37 PS for sail a couple years ago on Superior but nothing lately.

The two vessels are both quality based and you will enjoy the process of comparison!!

Mike Knorr

s/v VarGutt

PS 34, #148

Michael J. Knorr

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From: Dave <DNewberg@mn.rr.com>  
Date: September 10, 2004 10:31:43 AM CDT  
To: Mike Knorr <mike@professionalscubainstitute.com>  
Subject: Re: PS vs. Island Packet

Hello Mike

Thanks for your comments.

We live in Minnetonka, MN - have sailed Lake Superior out of Cornucopia, WI for about 10 years, Knife River, MN for 7 years prior to that.

We have been looking at PS-37s for about a year - none available nearby at all during that period - considered PS-34 but seemed just a bit too tight for our space requirements. Two college-age kids join us, sometimes with friends - bigger would be better but we want to be able to single-hand the boat. The IPs are a recent addition to our consideration. We have not yet talked to any IP owners directly nor have we not done any physical comparisons yet between PS and IP (we tend to like to get on board and speak with owners not intent on selling their boats to hear all the nitty-gritty) but hope to in the very near future. Our onboard chats with PS owners have yielded very high marks with few negatives.

One of our biggest concerns is comfort underway, as we are tired of being pounded in seas.

We intend to sail out through the great lakes and do some extensive coastal cruising including Bahamas/Caribbean in a few years. Bluewater is not currently in the picture, but bluewater quality and capability is.

Maybe we will run into you sometime - we'll watch for your boat up on the Big Lake.

I am going up there this weekend to pay final respects to our recently sold boat and brief the new owners on winterization/mechanical systems.

The search begins . . .

Cheers Dave

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From: Bruce Gregory <bgregory@nj.rr.com>  
Date: September 9, 2004 11:27:05 PM CDT  
To: islpkt-list@sailnet.net  
Subject: RE: [islpkt-list] Island Packet vs Pacific Seacraft  
Reply-To: islpkt-list@sailnet.net

Dave-

You should take a look at our own Simon Lock's IP-32 which is for sale, was born on the Great Lakes so to speak, trucked to Lake Lanier in Georgia and you would do it and yourself right to bring it back to the Great Lakes where it started. This boat is in wonderful condition and has never seen salt water.

You can reach Simon (one of our most prolific supporters and contributors of the list for six or seven years)

Click here: <mailto:toxdoc@kichigai2.com>

Fair winds, calm seas,

Capt. Bruce Gregory, IP 32-84 Morning Star

USCG Licensed Master of Power/Sail/Towing

Atlantic Sail/Power Deliveries & Instruction

<http://IPSailor.com> ~~~ <http://BoatSkipper.com>

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From: "Thomas R. Wright" <Admiral@ev1.net>  
Date: September 9, 2004 11:46:25 PM CDT  
To: pacificseacraft-list@sailnet.net  
Subject: RE: [pacificseacraft-list] 37' Pacific Seacraft vs Island Packet  
Reply-To: pacificseacraft-list@sailnet.net

I have been asked over and over, "How may people does she sleep?" It sleep me and whomever I care to have over on the boat. I can sleep up to 30+ if we are all friendly and the weather is good. I can only sleep one if I am in a bad mood and don't want company. Where you stand on an issue depends entirely on which side you sit.

Island Packets have placed well in a goodly number of races. I have been on Island Packets and on a number of racing boats and they all place well. When we get to our destination, we require major R&R before we can attend the parties. Both are well built and each has a certain amount of compromise.

The question remains, "On which side do you sit?"

Thomas R. Wright, MBA, CISA, W4TRW  
S/V Kerry Dancer  
Crealock 37, #14  
Admiral@ev1.net

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From: "Thomas R. Wright" <Admiral@ev1.net>  
Date: September 10, 2004 12:17:50 AM CDT  
To: DNewberg@mn.rr.com  
Subject: RE: [pacificseacraft-list] 37' Pacific Seacraft vs Island Packet

I am sending off list because I have a lot of opinions, but I don't have the time to respond to all of the people that would like to argue them, ad nauseam. The difference between the Crealock 37 and the IP are tremendous. At anchor and at the dock the party will always be on the IP, but coming into the dock, the Crealock crew will usually arrive more rested and ready for the party than just about any boat out there. When it comes time to sail with company, my racing friend's wives and the IP wives all ask if we can go on my Crealock for the afternoon. No fancy amenities, wet in blustery weather, but an extremely comfortable and seaworthy ride.

When it comes down to the basics of boats, the Crealock is a no-compromise, good sailing, no frills, basic boat. The bolt on keel is far preferable to the encapsulated keel. There are a lot of problems with the encapsulation and if you are into SSB radio or Ham, the bolt on keel makes a great counterpoise for the entire rig. The bolt on keel will take a beating and with a little yard time and some readjustment be as good as new. Not so for the alternative. The IP will have much more interior room. This is a comfort at the dock and at anchor in a quiet cove. This is a liability in a seaway or a rough anchorage.

By the way, they only two boats on my short list, if I ever had to replace my darling Crealock... would be another Crealock 37 or a Valiant.

As my recently late father used to say, "Opinions are like rear ends; everybody has one and they all stink!"

Thomas R. Wright, MBA, CISA, W4TRW  
S/V Kerry Dancer  
Crealock 37, #14  
Admiral@ev1.net

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From: Dave <DNewberg@mn.rr.com>  
Date: September 10, 2004 10:31:19 AM CDT  
To: "Thomas R. Wright" <Admiral@ev1.net>  
Subject: Re: [pacificseacraft-list] 37' Pacific Seacraft vs Island Packet  
Hello Thomas

Thanks for your comments. More than anything we like brutal honesty. Ending the pounding we take in seas is very high priority of ours, as is owning a boat we can handle, hence we placed the limit on about 37-38 feet. Since we don't want to own the Queen Mary or stay on land for the rest of our lives, the Crealock 37 is finding it's way once again to the top of our list. We really like the comments we have heard (we tend to like to get on board and speak with owners not intent on selling their boats to hear all the nitty-gritty), as well as the layout of the boat. Space is an issue because of visits by our 2 college age kids occasionally with friends, but seakindliness will not be sacrificed for space. We looked at Valiant briefly - didn't see any newer 37s and all of the 40s newer than 1989 are out of range \$\$ as well as outside of our 37-38 foot limit. I really like you father's statement about opinions - going to write that one down.  
Cheers  
Dave

- - - - -  
From: "Thomas R. Wright" <Admiral@ev1.net>  
Date: September 12, 2004 12:07:04 AM CDT  
To: pacificseacraft-list@sailnet.net  
Subject: RE: re[2]: [pacificseacraft-list] 37' Pacific Seacraft vs Island Packet  
Reply-To: pacificseacraft-list@sailnet.net  
Just a reminder, September 19th is Talk Like a Pirate day.  
Thomas R. Wright, MBA, CISA, W4TRW  
S/V Kerry Dancer  
Crealock 37, #14  
Admiral@ev1.net

- - - - -  
From: SHDestry@aol.com  
Date: September 10, 2004 2:36:17 AM CDT  
To: pacificseacraft-list@sailnet.net  
Subject: Re: [pacificseacraft-list] 37' Pacific Seacraft vs Island Packet  
Reply-To: pacificseacraft-list@sailnet.net  
Dave and Janet,  
<<Along with the PS-37, we also like the IP-350 a lot. Lots of interior space . . . (even their 32 has more beam than the PS-37).>>  
Wider beams give greater initial stability but once overcome the platform is less stable.  
<<Although IPs issue a strong claim of seakindliness, what does all that extra beam do to the motion in big seas? >>  
How many of them have crossed oceans?

<<Any experience in comparing the sailing characteristics of the PS37 versus the various Island Packets? >>

IPs are not known for the sailing prowess.

<<Based on some "experts" opinion, the keel stepped mast on the IP has an advantage over deck stepped on the PS. What do you all think?>>

From the Sam L. Morse web page (Bristol Channel Cutters):

"MAST STEP: The mast can be deck stepped or keel stepped.

"Deck Stepped Mast: The primary reason a mast is stepped on deck is for ease of raising or lowering during transport or going under low bridges. Another is to provide more living space below decks. This method is well accepted in the boat building industry, as long as there is a substantial compression post installed to transfer the compression load to the mass of the keel. Make close inspection of the material between the two to be sure it will not compress in time. It is a good idea to look at older boats to see if there is any dimpling of the deck under the mast.

"Keel Stepped Mast: The keel stepped mast passes through the deck and sets directly on the solid mass of the keel; there is nothing to compress. The advantage is that it is structurally a stronger installation. After all, the mast will stand by itself if all the rigging were removed so it has to be a stronger installation. The disadvantage is that the mast passes through the inside of the boat, taking up living space.

"Some boat builders who build deck stepped masts state that the keel stepped mast will tear off the cabin if the mast is lost during a storm. I would ask this builder if they build their cabins so lightly that this could happen. The mast is an aluminum tube and would break in half before it would ever threaten tearing off the cabin. The Sam L. Morse Co. Bristol Channel Cutter passes the mast through the deck, not the cabin. The deck is reinforced to 2" thick at this location."

The PSC 37 (and smaller) have deck stepped masts. The PSC 40 and above have keel stepped masts. This debate will continue into perpetuity. If the mast passes through the cabin, it will surely do some damage if lost. Deck stepped masts should be easier to get rid of in a crisis.

<<What is PS owner's opinion regarding encapsulated ballast (IP) vs bolt-on (PS).>>

I believe that Dana's have encapsulated ballast.

Bottom line. Compare resale prices. The IP27 sells for \$10K +/- less than the Dana 24 of the same vintage. The IP31 sells (is being offered) for \$15K to \$20K less than the PSC31 of the same vintage. The IPs were comparably (or higher) priced as new.

Just my opinions. And those of the Sam L. Morse Co.

Ben Alexander

s/v Puffin

Dana 24 #127

Bellingham, WA

- - - - -

From: Craig S Roser <croser@comcast.net>

Date: September 10, 2004 5:05:49 AM CDT

To: islpkt-list@sailnet.net

Subject: RE: [islpkt-list] Island Packet vs Pacific Seacraft

Reply-To: islpkt-list@sailnet.net

Dear Dave:

You seem to have already done the right research. I am not even going to attempt to answer your questions below because, first, I have not studied the esoteric details to the extent others on this list have, and, second, it sounds like you are clearly at the point where getting on an IP will do wonders for your decision making.

There is no equal regarding this discussion list, and if you participate long, I am sure all of your questions will get answered. As regards more research, visit [www.ipphotos.com](http://www.ipphotos.com) and [www.iphomeport.com](http://www.iphomeport.com) for more armchair sailing on IPs.

Craig.

Charmed IP380.134

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From: SEAP@aol.com

Date: September 10, 2004 5:12:41 AM CDT

To: DNewberg@mn.rr.com

Subject: Island Packet vs Pacific Seacraft

Dave,

I'm responding directly to you since we have an IP 350 for sale and didn't want my response to be considered a commercial discussion which we try to avoid on the message board.

We have been IP owners for over 10 years, starting with the IP 31. We too considered Pacific Seacrafts but found Island Packets to be more spacious and functional. Both boats are at the same build quality and sail very similar. IP has a great reputation for factory support with a solid dealer network backing them up.

All IP's have an excellent hull warranty; there have been very few instances of blistering on older boats (our 1985 did not have any problems) but the factory took care of them from what I have seen on this message board. Some older boats did have a reputation for rudder blistering, the result of foam (used to wrap the rudder prior to gelcoating) outgassing. The factory provided my marina with instructions to correct and the cost was under \$300; it involved drilling a hole at the bottom of the rudder to drain any water that may have collected in the pockets and then filling the voids with epoxy. The newer boats have not had any issues.

The 320, 350, 370, 380 et all are part of the "0" series meaning a more pronounced cutaway of the keel forefoot and a sugar scoop transom for easier boarding. I'm sure there were other upgrades in this series but these were the 2 most important items for us. Older IP's were difficult to tack due to their long keel and the cutaway forefoot rectified this issue in my opinion. They also turn easier for maneuvering close quarters, like when docking.

The cutter rigs were available on older boats but are standard on new ones. It is a very useful feature for us giving us another sail plan when the conditions dictate i.e. more sail for light winds, a balanced helm for heavier winds and a small jib and main sail plan for winds over 22 knots. We have the roller furling main, which most late model boats have. Improvements to roller furling have made these units very reliable and in my opinion the safety gains outweigh any loss in sail performance (about .5 knots). They are also very easy to reef in a blow. The Pullman berth on the 350's is very spacious but we prefer the queen/king berth in the aft cabin. In addition to being huge, the aft cabin gives great privacy with guests aboard and is separated from the head bulkhead for privacy as well.

We too looked at the 320 but for the money felt the 350 offered much more boat with its separate aft cabin, larger engine, tankage and storage space. The 350 feels like a 40-footer down below and sails like one from the helm. As far as turning compare to the PS 37, not sure how the PS turns but the 350's large engine gives you power to maneuver for ease of docking. Some owners use bow thrusters for really tight spaces, or have installed autoprops for better prop "bite".

We installed a Raytheon 6000 linear drive autopilot which works directly at the rudder. This unit is oversized for this boat but the low power consumption in a heavy sea was a determining factor. Smaller units will work but will use more battery power.

In addition to the roller furling main, I believe important upgrades for this boat are radar/chartplotters and integrated heating/air conditioning units to extend the sailing season. We have a keel-cooled refrigeration system, which draws much less power than the standard Adler Barbour systems, which is another great addition for freezing ice cubes and keeping the beer cold. The ice boxes are almost too big; some owners have added compartment bulkheads to reduce their size for better control of the box's contents.

Good luck in your search! You should visit the IPHOMEPORT.COM factory sponsored owners website and look at the classified boat listings. Yachtworld.com also has over 160 IP's for sale as well. IP owners are a fanatical, serious bunch of sailors and the discussion group is, I believe, the most active on Sailnet. We have great rendezvous' and Bruce Gregory has published a CD with the past discussion group topics in one place. His email is bruce@fullkeel.com I believe. If you are interested in a 350, I have attached our boat's listing. We had to move and are now over 6 hours away from our boat making it impractical to own her. We visit her every 2-3 weeks and can show her in Stonington, CT.

Good luck!

Charlie Purdum  
2349 Nantucket Circle  
State College, PA 16803

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From: Dave <DNewberg@mn.rr.com>  
Date: September 10, 2004 10:29:56 AM CDT  
To: <SEAP@aol.com>  
Subject: Re: Island Packet vs Pacific Seacraft

Thanks Charlie

I just printed out your specs and eqpt. list and we will look at it over the weekend. Although I assumed that all of the "0" IPs had the different transom I didn't know that it also meant the there was also a difference in the keel (cutaway) configuration. I will have to check that out. We were a bit concerned about the long keel for turning, so that is a good thing to know.

It appears as if we have narrowed our consideration list to the Island Packet 350 and the Pacific Seacraft 37. After researching the PS-37 for about a year while we were selling our current boat (it's gone now), we decided we like it a lot. We just recently started looking at the IP-350 are hoping to have a chance to get onboard and sail one very soon.

There are some strong opinions out there as we have found through inquiries like the one you responded to, and we have to weed through them. We intend to speak to owners of IP-350s who are not intent on selling to get the nitty-gritty, as

we have with the PS-37. We expect to be making some offers after that exercise is complete and will be in touch if your boat is still available at that time.  
Cheers  
Dave

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From: Coveside Marine <cmarine@free.midcoast.com>  
Date: September 10, 2004 7:16:49 AM CDT  
To: pacificseacraft-list@sailnet.net  
Subject: RE: [pacificseacraft-list] 37' Pacific Seacraft vs Island Packet  
Reply-To: pacificseacraft-list@sailnet.net  
Island Packets are boats wrapped around an interior. Mr. Crealock designed the Crealock 37 (I still call it that) to be seakindly vessel in all conditions. Asheet of plywood is very stable until you tip it over-then it stays over. John Mitchell

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From: SAM1027J@aol.com  
Date: September 10, 2004 8:51:53 AM CDT  
To: pacificseacraft-list@sailnet.net  
Subject: Re: [pacificseacraft-list] 37' Pacific Seacraft vs Island Packet  
Reply-To: pacificseacraft-list@sailnet.net  
Dave and Janet  
Island Packets are well found boats. What the chat says about initial stability v. final stability is true, but irrelevant unless you are going to sail the Southern Ocean. They take a bit more wind to get them started so factor your cruising grounds into the equation. They go to weather like not at all. IPs have considerably more room below for boat length, achieved with wider beam and carrying that beam (in my opinion) way too far aft. Boats with that squared off transom do not like following seas. This is probably the biggest sailing design difference tween the two. The full keel with cutaway forefoot will make tacking in light air a motorized activity.  
Jerry  
Santa Maria  
37  
PS If you want to sail one, you can charter an ip in the Virgin Islands where there is a lot of wind. I think the company is Island Yachts

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From: John Pollard <johnrpollard@johnrpollard.com>  
Date: September 10, 2004 9:32:22 AM CDT  
To: pacificseacraft-list@sailnet.net  
Subject: RE: [pacificseacraft-list] 37' Pacific Seacraft vs Island Packet  
Reply-To: pacificseacraft-list@sailnet.net  
Dave and Janet,  
You are going to get a lot of advice on this list. Here are my thoughts, some of which already have been voiced.  
If internal volume is most important to you, the IP is the way to go. Most folks spend more time at anchor than sailing, so for many this is a reasonable compromise. Hence the tremendous popularity of IP models. But, taken even

further, this same line of reasoning would lead you to a nice motor trawler (GB 36?), with a sailing dinghy on davits. If overall sailing performance is more important to you, you should think hard about what the IP's beam and wetted surface is going to do to the boat's performance. In general, beam is the enemy of good sailing performance, especially when going to weather. Pretty much any design can sail down wind. If you need volume on a sailboat, it is better to get it from length not beam -- that is, if you like to sail. IP and PSC both build high quality boats. But if you look closely at the details, you'll notice differences. Take the portlights. PSC uses cast, through-bolted portlights and hatches. IP's portlights are secured with wood screws into the core of the coachroof, and then a trim ring is likewise merely screwed into the exterior of the coachroof. Take the rudder protection. The PSC has a structural skeg to protect the rudder. The IP, though it has a full keel, has what is essentially a spade rudder connected to the keel by a cast iron weed guard. Take the ballast. PSC uses lead. IP uses a concrete slurry. [Internal vs. external both have pros and cons, but lead is best.] As for re-sale value, the classified ads prove that PSC holds more value. While a PSC and IP model of any given length cost about the same when new, typically the IP can be purchased for less on the used market. This is probably due to a combination of the quality of PSC's build and their much lower volume production, as well as the fact that IP is constantly "re-inventing" its models which makes the previous version obsolete. Nothing keeps the value of used boats high like the cost of a brand new identical model. Aesthetics are highly subjective. Many find the look of the IPs to verge on "plastic fantastic". I have never heard anyone fault the aesthetics of the C37. If you want another opinion, take a look at Jack Horner's survey of the PSC 37 in a recent issue of Spinsheet magazine (available online). It's a subjective decision. I prefer PSC for a lot of reasons, but I certainly understand why many folks go for the IP. Tough call. Let us all know what you end up with. - John PSC31#62

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From: Larry Brodsky <lsbrodsky@earthlink.net>  
Date: September 10, 2004 9:35:21 AM CDT  
To: pacificseacraft-list@sailnet.net  
Subject: RE: [pacificseacraft-list] 37' Pacific Seacraft vs Island Packet  
Reply-To: pacificseacraft-list@sailnet.net  
Wow, now we have some emotion coming through!! In defense of John, I reached the same conclusion 11 years ago after sailing both, studying both, and deciding to buy my 31. Our whole culture is centered around bigger and more luxurious, but PSC remains a sailor's boat!  
Larry  
ASYLUM  
PSC 31

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From: "Paul M. Konnersman" <konnersman@comcast.net>  
Date: September 10, 2004 11:10:08 AM CDT  
To: pacificseacraft-list@sailnet.net  
Subject: Re: [pacificseacraft-list] 37' Pacific Seacraft vs Island Packet



Reply-To: pacificseacraft-list@sailnet.net

I concur with all of the comments made thus far, but would add a few more. Another disadvantage of keel stepped masts is greater propensity for leaks, both at the mast collar and, more seriously, at the hull to deck connection due to lateral loading of the deck. The latter is not likely to occur in very well built boats but has been a problem in boats of lesser quality.

In my opinion, IPs are no Buccaneers or Hunters (that's a compliment), but neither are they Pacific Seacrafts (that's not), The use of anything other than lead for ballast and of wood screws where bolts are called for should be red flags for anyone interested in quality.

As has been said by others, aesthetics is a personal thing, but for me that makes the IP a non-starter.

John Mitchell s remark about an interior wrapped in a boat, together with John Pollard s suggestion that emphasis on living space leading, to a nice motor trawler (GB 36?), with a sailing dinghy on davits prompt me to suggest that one could even improve on the trawler suggestion. I actually saw a houseboat anchored at Mackerel Cove, Swan s Island this summer. All they needed was the sailing dinghy.

Paul Konnersman  
s/v Morning Call (34 #226)  
Marblehead, MA  
[Rockland, ME]

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From: "bowdenjp@juno.com" <bowdenjp@juno.com>

Date: September 10, 2004 11:09:02 AM CDT

To: pacificseacraft-list@sailnet.net

Subject: Re: [pacificseacraft-list] 37' Pacific Seacraft vs Island Packet

Reply-To: pacificseacraft-list@sailnet.net

I owned an IP32, living aboard for six months, sailing over 5,000nm in all kinds of weather. I have also been on a PSC37 and PSC Dana as delivery crew sailing 1,500nm in all types of weather and chartering, respectively. When I visited the PSC factory five years ago, I asked how PSC compared to IP. I was surprised to learn that PSC did not consider IP to be a competitor -- I do! I consider both boats (as all boats) to have their strengths and weaknesses. The IP "A" rating, blister warranty, below deck volume, and keel stepped mast are certainly strong points. I do not like the IP aluminum fuel and water tanks. I think that the IP's are more sea kindly due to the wider beam. Because the PSC has a narrow beam I believe that it points better to weather (Note: I try not to sail to weather) and is slightly faster. I do not find keel design and configurations to be a big factor. Both boats have circumnavigated - they are cruisers not racing boats. (Note: When racing down the ICW in an IP32 to make the next bridge opening I frequently found myself in the middle, if not the upper third of the pack. Once making the bridge opening I was frequently asked what kind of boat I had, only to be greeted with surprise at how fast it was.) I believe that both boats are well constructed and are comparable in many features. They both sail well. I like the lines, looks, and feel of both. I would be proud to own either one.

Formally,  
s/v Little Wing  
IP32

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From: Douglas Maass <doug@maass.org>  
Date: September 10, 2004 11:50:01 AM CDT  
To: pacificseacraft-list@sailnet.net  
Subject: [pacificseacraft-list] Re: 37' Pacific Seacraft vs Island Packet  
Reply-To: pacificseacraft-list@sailnet.net

We looked at Island Packets but found them too big. Overlooked in the discussion so far, I think, is freeboard. A concomitant of big interior space is big freeboard, which in turn makes for big windage. When aiming for the narrow space between our finger and the boat next door that shares the slip, with the wind broadside, I appreciate the lower freeboard of our Dana. Climbing aboard from the water doesn't feel like scaling Mt. Everest. I'm not familiar with PSC's bigger vessels, but I assume they share proportionately lower freeboards too.

Below, everything is within easy reach. When one of us goes below while underway, wakes and waves don't throw us around like being in a clothes dryer. My wife is of modest height so we like that handholds are easy to reach and other braces are nearby.

Doug Maass  
Sleepy Hollow

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From: Steve Caneen <scaneen@huxtedtunneling.com>  
Date: September 10, 2004 12:01:43 PM CDT  
To: dnewberg@mn.rr.com  
Subject: Re: [islpkt-list] Island Packet vs Pacific Seacraft  
Reply-To: Steve Caneen <scaneen@huxtedtunneling.com>

Dave,  
Both builders have a good reputation so you need to define what is important to you. My guess is you will lean towards the PS while your wife will go for the IP. Ideally you would charter each brand to compare. There is a charter company here in FL that have IP's as well as in St. Thomas. Don't know about PS37. The IP 32, 35 or 320 will have as much or more living space, storage and tankage as the PS37. PS37 has a balsa-cored deck, IP uses a polyester core material. The PS37 is a double-ender so the stern-boarding is not easy. The IP320 has the scoop transom for easy boarding while the 32/35 have the stern ladder boarding. Dinky davits on any IP is less complicated than a double-ender. The IP 32 was introduced in '90, the 35 in '88 and the 320 in '98 so most of the boats were built with vinylester. IP's may take a little more practice maneuvering in tight spaces due to the full keel but judicious use of the throttle in forward and reverse makes up for that. The ride on an IP is very dry and comfortable and they sail best at 20 degrees of heel or less. When the wind gets above 25 knots and the fin keel boats are heading in, all an IP needs to do is reduce sail/heel and carry on. The IP is about comfort and safety. I'm sure PS is similar with the edge going to PS underway and going to IP at the dock but the difference between the two minimal. IF you are physically large people you'll definitely be more happy with the IP. Hope this helps, enjoy the search.

Steve Caneen  
Sea Spray IP31-246

Tampa Bay, FL

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From: Don Kohlmann <dkohlmann@pacificseacraft.com>  
Date: September 10, 2004 12:43:57 PM CDT  
To: pacificseacraft-list@sailnet.net  
Subject: re[2]: [pacificseacraft-list] 37' Pacific Seacraft vs Island Packet  
Reply-To: pacificseacraft-list@sailnet.net

Tom,  
This is really an interesting discussion, but for the record, the two boats that Pacific Seacraft has put through the CE process - the "37" and "40" - have both received Category A ratings. The Pacific Seacraft Warranty is 10 years on hull blistering and structure. 2 years on everything else that we build. As Tom Evans pointed out, It is somewhat of an expensive process just for the documentation. Given our production volume, we have simply not chosen to pursue it on every model.

We would invite comparison on any level with any other cruising boat regarding race results or passages made. As an example, I know of four single-handed circumnavigations on PS 34's, among the many on all models. There have been race victories in Bermuda races, Isla Mujeres races, Carribean 1500's, as well as others.

It's also difficult to imagine two obviously different hull shapes having the same or similar hydrodynamic and hydrostatic characteristics isn't it? There is plenty of subjectivity in selecting a boat, but there are a few facts also.

Thanks for all of the input -  
Don

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From: Rick Finch <rickfinch@comcast.net>  
Date: September 10, 2004 2:21:07 PM CDT  
To: islpkt-list@sailnet.net  
Subject: RE: [islpkt-list] Island Packet vs Pacific Seacraft  
Reply-To: islpkt-list@sailnet.net

Dave,  
We purchased a new IP-380 last year after looking at new and used Pacific Seacraft 37s and 40s, and new and used Island Packet 35s, 38s and 380s. Unfortunately, our 380 (Island Song) was one of the boats destroyed when the floating docks at Ft. Pierce City Marina in Florida failed during Hurricane Frances, so we may be back in the market after a period of mourning and trying to get over the shock of losing our boat.

What we found when looking at both manufacturers was that both are high quality, well built boats. The Pacific Seacrafts command a very high price, while both boats seem to hold their value rather well (with a slight advantage going to Island Packets in this regard, probably due to the high standard of maintenance that most IP owners adhere to). The Pacific Seacrafts probably get the nod when it comes to performance, but since we planned on cruising (nowhere to go, and all the time in the world to get there) we didn't let that sway us much, and we were pleasantly surprised with the performance of the 380. Admittedly, the IPs don't handle pinching as well as some other boats (wide sheeting angles, etc.),

but they perform admirably on a beam reach or running, especially in stronger winds.

We ended up comparing the IP 38 and 380 to the PS 40, since the IP has so much more interior space and headroom (I'm 6'3", so the headroom on the PS 37 was a limiting factor). We had the same problem that you have of not finding very many Pacific Seacrafts on the market, and those we did find were generally in a fairly poor state of repair when compared to the used Island Packets we looked at. We ended up deciding on a new 380 over a used 38 since we had it in our budget (a new PS-40 was most decidedly NOT in our budget), we wanted the experience of outfitting the boat ourselves, and we decided that the 380 was plenty of boat for just the two of us (the 38 is substantially larger than the 380 - it is really comparable to a large 40).

I think that you are on the right track when comparing a IP 350 with the PS 37. You are also right that the older IPs (32, 35, 38) don't have the sugar-scoop that the 320, 350, 370 and 380 have. As far as your specific questions go, I'll try to answer the ones that I can.

We decided we wanted the V-berth (or "island berth" on the newer models) over the pullman due to the problem of one person having to climb over the other to get out of bed (seems that once you reach middle age, getting up in the middle of the night becomes a more frequent problem).

We also were a bit concerned over motion in heavy seas with the wider beam, but over the last year (we moved our boat from Kemah, TX to Florida) we never really had an issue with it. We were never out in tremendously large seas, but in 4-6 foot seas the 380 was as comfortable as can be expected.

As far as handling during docking, I can only offer my opinion on the 380. It handles fine and has a fairly tight turning radius for such a large boat, but reversing is definitely an issue. One of the improvements planned for this year was to put a Max-prop on, and this should have helped in that regard (Auto-prop is also an option, but I won't get into the discussion of one over the other - see previous discussions in this group). But, after a year of sailing the 380, I still would not look forward to backing into a slip.

Helm pressure is not generally a problem on the 380. The 380 has a slight weather helm under most circumstances, and the boat really tracks once the wind gets up a bit. We installed a Raymarine ST6001+ autopilot, and the only time it couldn't handle it was when we were sailing from Key Biscayne down to Rodriguez Key and the 20 knot winds suddenly started gusting to 35 knots. We had too much sail up for 35 knot winds, so the boat immediately rounded up when the first gust hit, and I had to take it off autopilot and immediately take in more sail. As far as owner-initiated improvements, the Max-prop or Auto-prop would definitely be high on the list.

I hope these comments help, and if you have any further questions, feel free to contact me off-line (rickfinch@comcast.net).

Rick Finch

Former IP380-136 (Island Song)

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From: Dave <DNewberg@mn.rr.com>  
Date: September 10, 2004 4:25:47 PM CDT  
To: <rickfinch@comcast.net>  
Subject: Island Packet vs Pacific Seacraft

Hello Rick

So very sorry to hear that you lost your boat.

Your commentary was very helpful, as were many other's who took the time. Having thrown out the same questions to both PS and IP owners, the returned comments and opinions covered the whole gamut as one might expect. Much to ponder.

Curious whether you expect to choose the same builder for your new boat?  
Thanks and best wishes recovering and finding your next boat  
Dave

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From: Rick Finch <rickfinch@comcast.net>

Date: September 10, 2004 4:32:59 PM CDT

To: 'Dave' <DNewberg@mn.rr.com>

Subject: RE: Island Packet vs Pacific Seacraft

Dave, Thanks for your thoughts. I really haven't had a chance to think through what we'll do, but we were very happy with the IP-380. If we buy a new IP, we will probably go with the IP-370, which is a newer model with some nice features (larger swim platform, better swim ladder design, less teak on the coaming (less maintenance!), and an optional bow thruster (less nerves when docking!). IP's are certainly very comfortable, livable boats.

As with any boat, once we had a chance to live aboard for a while we certainly found some things that I'd like to see changed. Most of these are really not fundamental design issues; just cosmetic or convenience items.

When comparing Island Packets to Pacific Seacrafts, I'd really consider just what you plan on doing with the boat. From a strict "blue-water cruising" point of view, the Pacific Seacrafts are probably a more "sea-worthy" boat.

This is not to say that the Island Packets are not sea-worthy; quite the contrary - they are one of the best built boats around, and the hull of an IP is truly extraordinary in terms of strength, and has an incredibly strong hull-to-deck joint. However, Pacific Seacraft has paid attention to a few more details such as positive latches on all sole plates and cabinets, rubber hose gaskets wherever hoses or wiring passes through bulkheads, a true "high" bridge deck, small cockpit with large scuppers, and the canoe stern (although it is debatable whether or not a canoe stern really makes a boat more sea-worthy in a following sea). Island Packet, on the other hand, has really paid attention to the fine details of livability and comfort.

The boat is finished out to a degree seldom seen on other boats: no sharp fiberglass edges when running wiring behind the sheer or through lockers or the bilge, all lockers painted, high-quality woodwork, loads (and I mean LOADS) of storage space, the whole boat pre-wired at the factory for windlass, electronics, stereo and fans, running rigging led to the cockpit, etc. If I was going to spend five years going around the world and expected to be caught in heavy weather and wanted a boat that would survive almost anything, I'd be inclined to go with the Pacific Seacraft. However, for bi-annual cruising in the Bahamas and Caribbean, we decided to trade a bit of performance and a bit of "blue-water" capability for the large difference in storage, room and comfort that the Island Packet provides, as well as for the shallower draft and better keel for the occasional grounding that you'll run into in the Keys and the Bahamas.

Hope this helps,  
Rick Finch

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From: Iewe895@cs.com  
Date: September 10, 2004 10:34:03 AM CDT  
To: DNewberg@mm.rr  
Subject: Island Packet 380

Hello,  
My name is Ed Evanish and I am a member of the IP discussion group, although I do way more listening than responding. I wanted to let you know that we have a 2001 IP 380 located in Santa Barbara that we just put on the market. We will be selling her without a broker and the bottom line price is \$229,000. She has been lightly used with less than 300 hours on the engine. From your entry on the IP discussion group, it sounds like perhaps your budget may be less than our boats value but I wanted to at least let you know that 'Barbara Anne" is for sale. If there is any interest, I would be happy to send you an equipment list. Thank you and good luck in your search, the IP's are terrific boats.  
Ed Evanish

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From: Dave <DNewberg@mn.rr.com>  
Date: September 12, 2004 7:45:31 PM CDT  
To: <Iewe895@cs.com>  
Subject: Re: Island Packet 380

Hello Ed  
Thanks for the direct response. You are right - your 380 is outside of our price range and we have not looked at the 380 yet because it is just 1 foot longer than our self-imposed (but not absolute) size limit. At this point we will pass. Best of luck selling her.  
Cheers  
Dave

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From: Sgnr16@cs.com  
Date: September 10, 2004 7:16:00 PM CDT  
To: pacificseacraft-list@sailnet.net  
Subject: Re: [pacificseacraft-list] 37' Pacific Seacraft vs Island Packet  
Reply-To: pacificseacraft-list@sailnet.net

I also inspected the IP yacht. After a lot of thinking I really think that the Island Packet is truly over priced and certainly does not deliver a true quality yacht. The keel ballast is made from iron instead of lead, for obvious reason: cost. We all know that lead is the best. When it comes to space. let us face it, this yacht is designed for "women only".  
I was shocked to see how much space there is on board this IP. A true sea going vessel does not seem to appeal much down below. Narrow , nothing fancy whatsoever! That is why, I love Bill Crealock design, He knows what the sea can throw on you. Forget about the prices between a PSC and an IP yacht. Oh, I almost forgot! The chain plates problems! Very poor access and badly design, you must remove the furniture, at least for the older model. I rest my case.  
Michel.

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From: John Pollard <johnrpollard@johnrpollard.com>  
Date: September 10, 2004 8:46:11 PM CDT  
To: pacificseacraft-list@sailnet.net  
Subject: [pacificseacraft-list] RE: 37' Pacific Seacraft vs Island Packet  
Reply-To: pacificseacraft-list@sailnet.net

Dave and Janet,

In case you are not aware, Don Kohlmann is the President of PSC. Don often helps us out here on the list when we get in over our heads. We all benefit from the free advice and expertise he shares. I've heard that IP has a tremendous reputation for customer service and support, but you should be aware that the folks at PSC are always ready to help too. I've never purchased a new boat from PSC, but I've owned two models and any time I needed advice or parts from the factory, they treated me like a valued customer. Don't overlook this aspect when choosing your next boat.

You mentioned the lack of C37s up in your area on the Great Lakes. You ought to consider a trip down to Chesapeake country -- I think there are several for sale down here and the sailing weather is fantastic this time of year.

- John PSC31#62, Chesapeake Bay

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From: Hayden Cochran <RockHallFleet@fhayden.com>  
Date: September 11, 2004 8:18:49 AM CDT  
To: islpkt-list@sailnet.net  
Subject: RE: [islpkt-list] Island Packet vs Pacific Seacraft  
Reply-To: islpkt-list@sailnet.net

Dave & Janet:

As everyone knows on this list, I think the IP35 and the IP37 are of great value when compared to the newer models with the "0" like the 350 and the 380. We love the newer boats but our budget can not handle the newer boats, so we owned an IP27 for 10 years and now an IP35 for 4 years. I can not speak to the PS / IP comparison. I will tell you that the IP35 CAN sail close hauled and DOES sail very well. She will easily sail 7 to 7.5 when the wind is over 15. She is great for two and some owners liveaboard. We have sailed our IP35 for 6 weeks at a time - she is very comfortable for extended cruising. I can also recommend that you consider talking to Michelle Martinage at Gratitude Yachting Center, in Rock Hall, Maryland, at 410-639-7111. There is an IP35 that just came back from cruising the Bahamas for 3 years and the boat is PERFECT. The owners set the boat up very well and the boat has EVERYTHING all ready for living aboard. The name of the boat is named Odyssey and it is in Spring Cove Marina in Rock Hall MD. If budget is a concern, then I recommend that you seriously look at IP35 and IP37.

Hayden Cochran

Aboard Island Spirit IP35-165

<http://IslandSpirit.us>

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From: David Neelon <dneelon@earthlink.net>  
Date: September 11, 2004 9:58:50 AM CDT  
To: islpkt-list@sailnet.net  
Subject: Re: [islpkt-list] Island Packet vs Pacific Seacraft (longish)  
Reply-To: islpkt-list@sailnet.net

Dave and Janet - I have a 1997 IP350, purchased four years ago. My second choice was a Pacific Seacraft Crealock 37. I'll offer my reasons for the choice and some experience with the 350. If I can help further, feel free to contact me direct off list.

Like you, I'd always been attracted to the PS37, and all Crealock designs. They're great looking designs, with a fine reputation for seaworthiness. The 34 was too small. The 40 seemed enormous to me, and expensive, but may be the best of all, except that I wonder why Nigel Calder decided to sell his so soon after buying it. The 37 was the only viable choice.

When I stepped aboard a PS37 at Annapolis I could immediately feel the main difference with any IP design. The PS hull shape just moves in the water very differently. Tied to the dock with visitors stepping on and off and moving around in the boat, it rocked and leaned in response to every person's step. An IP will not move that way, and they must sail very differently too. The IP wants to be on its feet. The PS wants to take a heel. No problem, just different. I did feel that my guests would like the stability of the IP better, even though the PS felt more like a sailboat.

The PS also has a lot smaller interior volume than an IP 350 or any larger IP. I'm sure even an IP32 is larger. More room to stow stuff, more headroom, more galley space, more room in lockers and lazarettes. Better cruising choice if you have guests.

(35, 37, 38) have boarding platforms like the 350 correct?

Correct, but I wouldn't make the scoop a deciding factor. Nice, but not great. Much improved on the new 370, but that's a much more expensive boat.

What's your opinion about sloop versus cutter rig on the IP?

Cutter rig is a good thing. In heavy weather it proves itself. We sailed nearly three days in gale force winds and seas on staysail alone. If I bought a PS37, I'd want the cutter rig too. It adds to your sailplan options when you go offshore. Tacking the genoa around the bare headstay takes some practice, but it's easy when you have the staysail out too.

Are there any major concerns specific to the IPs when looking at used models, Some of the earlier 350's and similar size models had transmission troubles, which required rebuilding after around 500-1000 hrs, more or less varying with individual use. Don't be put off if a transmission has been rebuilt in that period. It could be a good thing for you. To test for the problem try shifting quickly forward and reverse as you would in maneuvering around a dock. If you miss the gear and go into neutral, you have the problem. Shift slowly and deliberately, pausing in neutral on way to gear, your equipment will last a long time and you won't see the problem.

We think we prefer the offset pullman-style forward-berth over the v-berth but we are not sure. What, if any are benefits of one vs. the other?

We like the forward berth in our 350. Climbing over your partner in the dark of the night is fun. This berth needs some attention to make it a sea berth, as does the transverse aft berth, but many of us have found ways to do that.

The 320 is a very interesting boat but we are a bit concerned about space and would have to get aboard one and see. We have yet to tour any Island Packets so we don't know exactly what to think, but we want, at a minimum, for the interior to give us about the same storage capacity and feel about as big as the PS37. The IP320's beam is, amazingly, wider than the PS37. I'm sure that does wonders for space but what does that do to its motion in big seas?

Try the boats on for size. We opted for the 350 over 320 for greater space. Have not sailed 320, but they're probably very similar to 350. Beamy boats do not necessarily pound into the seas. The key with any IP is not to pinch too



close to wind or sea. If you are pounding at all, you are too close to the wind or the sea (sometimes from different angles). Fall off and traverse the waves, and the boat will settle in very comfortably and go much faster, with an easy motion. See above re sailing in gales. And, an IP cockpit stays remarkably dry. Comparing with PS designs on this point, you may find PS gets a little closer to wind, because of sheeting angle and hull shape, but whether it's any more comfortable at sea is another question. It will sail at a greater degree of heel and with less freeboard, which doesn't sound more comfortable to me, but I haven't sailed those boats. I do know that over 1500 miles VA - Tortola we finished second in class, with the PS37 third. Not that we were racing. How about hull integrity and ability to handle a grounding. We like the keel stepped mast on the IP versus deck stepped on the PS as well as the encapsulated ballast vs bolt-on.

This is an interesting point. The Crealock design has several features that popular wisdom would suggest are bad practice, a deck-stepped mast, bolt on ballast keels, a structural shell under the sole which makes access difficult, but the boats are built so well that these factors are all turned to advantage for sturdy, serviceable boats. It can be done.

How about handling during docking? We are in a small harbor with rather tight turning >radiuses. Can the IP350, for example, turn in about the same amount of space as the PS37.

Probably not, because the PS has a shorter keel and is overall a smaller boat. Tight maneuvering is a challenge for IP's because we do not have a fin keel or a spade rudder (neither do PS). Also, we have a good deal more windage. However, experience and practice can overcome a lot. I dock in a tight slipway and do it successfully. I can't back to starboard, so I use a warp on the outboard piling to turn the stern. I've learned to use a lot more power to push the bow around than I used to be comfortable with. I go slowly coming in and will back out if I miscalculate. I call ahead for a hand on the dock so that Caroline doesn't have to jump off and push the bow around. Some people use fancy props too, but we don't. You can handle an IP and do as well as the average sailboat with it, lots better than average if you practice. I think a couple of ladies on this list can back their IP350's into a slip in a cross wind. Lots of us have trouble doing that with a car and no traffic.

What about helm pressures? Are the IPs pretty balanced boats so you can successfully use an autopilot?

Absolutely. In fact, you can also trim the boat to sail itself in moderate conditions.

What owner-initiated improvements or installations do you consider critical that we should look for or plan to make on a used IP?

Surely a robust autopilot, preferably with an additional handheld control, separately wired. The best full height, full coverage dodger/bimini you can afford, with weather curtains.

What kind of frequent or common problems have you seen crop up on IPs that we should be aware of?

Rudder delamination is not uncommon in any Florida built boat more than about five years old. Most of them used the same subcontractor, who used a UV sensitive compound. The skin may delaminate, but the rudder stock is sound. Fix is not a big deal.

On any older boat, take a good look and sniff, at the plumbing. Old smelly pipes may need replacement. Flush valves wear out, as do pressure pumps. All normal. Once in a while you'll find a leaking tank. That's a big job on an IP,

as the sole (cabin floor) has to be removed to get the tank out, and then rebuilt. You should not see this on a used 350. They're all too young. Best wishes on your search.

David Neelon  
Unity  
350-04

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From: Randy Graham <rannann@yahoo.com>  
Date: September 11, 2004 10:56:40 AM CDT  
To: pacificseacraft-list@sailnet.net  
Cc: berdoulr@aol.com, Spinache@aol.com  
Subject: Re: re[2]: [pacificseacraft-list] 37' Pacific Seacraft vs Island Packet  
Reply-To: pacificseacraft-list@sailnet.net  
Don thanks for your input, we appreciate facts.

Here are a few more concerning both boats racing records. I am not a racer but like to enter ocean racing events to build my sailing skills and provide a venue for my sailing friends and family to enjoy. I own Island Time, PSC 37 325, and I won my division in the 2003 Newport to Ensenada race, briefly (1year) possessing a traveling trophy once won by Roy Disney. What a thrill! In 2003 I placed 4 in the same division. I recently competed in the 2004 West Marine Pacific Cup from San Francisco to Hawaii and despite the highest handicap in the crewed fleet, managed after 2070 miles and 15 days to finish less than 5 hours out of third place. Most of my crew learned how to fly a spinnaker during the race. An Island Packet 380, First Light, was second in our class but had done the race before and had lots of spinnaker experience.

I also crew and am the celestial navigator on my friend's Island Packet 35, Spinache, in the Marion to Bermuda race on the East Coast. We have been doing this bi annual race on the same boat since 1993 and have several third in class titles but in 2001 we won first overall, first in class and first celestial boat. In 2003 my friend did not enter the Marion to Bermuda race but it was won overall by a Pacific Seacraft 40 Georgus Girl.

I bought my boat used but Don and the PSC factory folks treat me like a valued customer and helped me get ready for the Hawaii race. Another friend of mine just took delivery of a new IP 380 and I have been helping him make the commissioning decisions with the broker and IP factory personnel which also offers excellent customer service.

As you can see I am conflicted concerning both of these excellent boats. If I were to live aboard, the extra space on an IP would be attractive but if I were to encounter a big storm at sea I would prefer to be on my less beamy Pacific Seacraft. If I were to go hard aground some day I would prefer to be in my PSC with its lead bolted on keel but if I were to invite my sons and their families to go on a vacation cruise I could enjoy the extra space on an IP. Concerning their beauty and lines, well some babies are prettier than others but don't try to tell that to their parents.

We in the boating community are very lucky to have such excellent choices. We Pacific Seacraft owners are very fortunate to have Don and the World Class Pacific Seacraft factory to help us enjoy our boats. We are also lucky to have such an informed group of owners on this excellent forum.

Randy Graham  
Island Time PSC 37, 325

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From: Tpbnnal@aol.com  
Date: September 11, 2004 11:51:45 AM CDT  
To: islpkt-list@sailnet.net  
Subject: [islpkt-list] Saga of buying an IP38  
Reply-To: islpkt-list@sailnet.net

My wife and I have been reading the posts from the hurricane ravaged areas and would like to wish everyone involved the best of luck. The posts read like a disaster novel but we know it's not fiction. We appreciate the up to date news, thanks for taking the time to keep us informed. One of my friends lost his boat in Frances when it passed over the Bahamas, it's hard to take. So for a bit of diversion:

As some of you know my wife and I are trying to buy an IP located in the Keys. We'd chartered her before and had several serendipitous things happen that made us think we were meant to buy this boat. However we've been butting heads with hurricanes and it's slowing us down. We've got a deal made with the owner, everything is a go except the paperwork. Last Thursday a buddy of mine and I flew to Lauderdale to give the boat a good look over, get it ready to bring it 1000 miles home, get it surveyed and buy it. We get to Lauderdale and the place is a zoo. The hurricane is closing in like a monster and panic is in the air. The airport was closing in two hours and everyone was getting out of there. At that point the hurricane was projected to hit Lauderdale square on. We got one of the last rent-a-cars and they gave us a convertible since that's all they had left. Max, my buddy, was like, "We're renting a convertible and there's a hurricane coming?" While in the airport I called the owner and another guy I know who lives in Key West and they said it was going to be ok, to come on down. So we got out of the airport and decided to hit a grocery store to get some stuff for the week. It was like one of those Armageddon movies. People were stripping the shelves, there wasn't any canned food left at all, the shelves were bare all over the store. The lines were a mile long and every register was open. They brought in a pallet of bottled water and it evaporated. There was a definite air of panic. It's scary to see a touch of how close we are to total chaos. There's a quote: "No modern city is more than three meals away from anarchy." Ain't it the truth. Take away one part of our complicated support system and the whole thing crashes down. So we grabbed some Pringles and cookies and some water, just because everyone else was, and got out of there. It was quite surreal. The traffic was all going north, and here we were, headed south. The toll booths were all standing wide open, no tolls during hurricanes. My younger brother Bill and his family who live in Lauderdale had evacuated north, spent 16 hours in the car, and ended up back home. There's really no place to evacuate to when the hurricane is tracking north. Meanwhile on the drive down it was beautiful out, lots of sun and the air felt great. We get down into the Keys and they are perfectly fine. No one is panicked, there's nothing going on. My buddy Max saw a couple of girls sunbathing nude and about broke his neck looking as we drove by. It was fun. So we got to the boat and got settled in. We stayed on the boat. It was hot! 90 to 94, tropical sun, and humid. We'd work on the boat in the mornings and swim in the canal in the afternoon and rinse off with a garden hose. Then we'd go to town in the air-conditioned car and get parts and hang out in air-conditioned places.

At night we drove around with the top down. Took Max all over, it was fun showing him Key West. Then back to the boat where we'd work on it in the evening. We got several things fixed on the boat in an attempt to get her ship-

shape. But she's been sitting for two years, so we ran into some problems. The owner showed us the gel cells and said they were new but for some reason we couldn't get them to take a charge. Turns out they were years old and had actually split down the sides. I think he remembered buying them so he remembered them as new, but that was a few years ago. We pulled the sails and took them to a loft to get an estimate on repairing them for the trip home. A couple of times I began to wonder what I was doing, every place I looked on the boat something needed done, but when I sat down and added it all up it was still within our budget. Neglect is harder on a boat than normal use. My buddy kept referring to the movie "The Money Pit" until I pushed him in the canal. We had made arrangements to get her hauled for the survey. But the waves in Hawk channel were still high from the hurricane and small craft warnings were out so we never did get it done. The surveyor did come to the boat and do the topsides survey, so that's done. He only found one thing I'd missed so I guess all those surveying books I read did some good. Finally on the last morning we decided to give up and head home. It was a successful trip except for the fact we didn't get done what we wanted to accomplish. Kind of like "The operation was a success but the patient died." We had some rain and wind while there but otherwise we had dodged the hurricane perfectly, except for getting the boat hauled. So the plan was to go back in October when we have some time off and get the haul done and then actually buy it. But now we've got a category five hurricane aimed right at the boat as Ivan closes in. So it turns out it might have been a good thing that we didn't get it bought.

I'm beginning to wonder how long luck and serendipity lasts? She's tied up securely in a canal and hopefully will endure Ivan with no problems. Then we'll try again!

Butch & Gretchen  
wanna-be IPer's

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From: Hal Schade <sv\_griffin@yahoo.com>  
Date: September 11, 2004 9:32:51 PM CDT  
To: pacificseacraft-list@sailnet.net  
Subject: Re: re[2]: [pacificseacraft-list] 37' Pacific Seacraft vs Island Packet  
Reply-To: pacificseacraft-list@sailnet.net  
Hey, some of my best friends own IPs AND I know some recovering IPers :-)  
Hal

- - - - -

From: John Hawkins <skellig31@msn.com>  
Date: September 12, 2004 3:12:55 AM CDT  
To: islpkt-list@sailnet.net  
Subject: RE: [islpkt-list] Island Packet vs Pacific Seacraft  
Reply-To: islpkt-list@sailnet.net

Dave,  
Regarding blistering, IPs have a great track record. I have a 1986 IP and (at least up to the last haul-out, we'll see if it still holds in a couple of months, knock on wood) there was no problem - the hull was very sound and the surveyor very impressed. Of all the manufacturers out there, I don't know of any with a better blister record than IP.

The two-digit models don't have swim-steps. I have a sloop rig, and it's fine. I wouldn't want a cutter rig, but then the 31 has fairly limited space on the foredeck. A larger boat would probably be better suited to the inner stay. If you are going off-shore, the cutter rig gives you better flexibility in your sail plan.

As far as space and whether the 320 would be large enough, you'll have to look for yourself. A 320 is about the same size as a 31, and we have plenty of room for two adults and two kids (though we only have one kid for the moment) over an extended cruise. But, you'll need to look for yourself - IPs do have an incredible amount of room for their LOA.

I've never sailed a Pacific Seacraft, so I can't really compare, but I can say that IPs (especially the older ones, like the 31) are much better on a reach than beating. The later IPs (the three-digits) have the max beam farther aft than the early ones and go to weather better. I have noticed that the stronger the wind, the better I do compared to other boats. Light winds are not IP's forte, but you'll reef later than everyone else when it picks up. They have very nice motion in rough seas. I have not (yet) grounded mine, so I can't comment on that aspect.

Maneuvering an IP with its full keel and bowsprit sticking out there (my IP31 is almost 35 feet overall, with the bowsprit included) is not easy, but you get the hang of it. The good news is you can smack the dock pretty hard and it won't take more than a little polishing compound to fix<g>.

Like I said, I've never sailed a Pacific Seacraft, so I can't directly compare, but I can say that I have no regrets over buying an Island Packet. The price isn't cheap, but they hold resale value like crazy (I bought my 1986 in 2002 for basically what it originally sold for, and could sell it for the same today). Go look at an IP, just leave your checkbook at home or you'll buy it on the spot<g>..

John Hawkins  
IP31-151 Skellig  
Seattle, WA

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From: Svfortuna@aol.com  
Date: September 12, 2004 3:56:35 AM CDT  
To: islpkt-list@sailnet.net  
Subject: Re: [islpkt-list] Island Packet vs Pacific Seacraft  
Reply-To: islpkt-list@sailnet.net

As a former PS owner, (Flicka) and a current IP liveaboard, (IP 29')- the deciding factor for me was the fact that IPs use the Polycore deck and all poly hull-- in other words, no balsa or organic core. PS on the other hand (except for the Flicka) has balsa cored decks and hulls----- delamination is always just a matter of time w/ a cored deck-- IP, thru its use of the Polycore system has eliminated this eventuality. However, I have always found both IPs and PS boats superior in comparison to almost any other production sailboat currently in production--- on long offshore voyages, I'd suspect PS would get there first-- the IP sailors would arrive shortly, but far more relaxed.

Capt Jim Stengel  
Nuestra Senora de FORTUNA IP 29' #39  
Marathon Fl (Gateway to Cuba in non election yrs)  
Warm Water Deliveries 40 N 40 S  
Capt Jim Sr 500 Ton Master

Capt Jim Jr Unlimited Tonnage and Great Lakes Pilot

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From: Stephen <irisheagle@myway.com>  
Date: September 12, 2004 4:28:19 AM CDT  
To: islpkt-list@sailnet.net  
Subject: RE: [islpkt-list] Island Packet vs Pacific Seacraft  
Reply-To: islpkt-list@sailnet.net

I would be interested in this boat. Is there any pictures of it and what is the asking price? Thank You, SWS --- On Sat 09/11, Hayden Cochran <RockHallFleet@fhayden.com> wrote: From: Hayden Cochran [mailto:RockHallFleet@fhayden.com] To: islpkt-list@sailnet.net Date: Sat, 11 Sep 2004 09:18:49 -0400 Subject: RE: [islpkt-list] Island Packet vs Pacific Seacraft Dave & Janet: As everyone knows on this list, I think the IP35 and the IP37 are of great value when compared to the newer models with the "0" like the 350 and the 380. We love the newer boats but our budget can not handle the newer boats, so we owned an IP27 for 10 years and now an IP35 for 4 years. I can not speak to the PS / IP comparison. I will tell you that the IP35 CAN sail close hauled and DOES sail very well. She will easily sail 7 to 7.5 when the wind is over 15. She is great for two and some owners liveaboard. We have sailed our IP35 for 6 weeks at a time - she is very comfortable for extended cruising. I can also recommend that you consider talking to Michelle Martinage at Gratitude Yachting Center, in Rock Hall, Maryland, at 410-639-7111. There is an IP35 that just came back from cruising the Bahamas for 3 years and the boat is PERFECT. The owners set the boat up very well and the boat has EVERYTHING all ready for living aboard. The name of the boat is named Odyssey and it is in Spring Cove Marina in Rock Hall MD. If budget is a concern, then I recommend that you seriously look at IP35 and IP37. Hayden Cochran Aboard Island Spirit IP35-165 <http://IslandSpirit.us> -----  
-----AirForce delivers top quality sails at prices you can afford. Visit [www.airforcesails.com](http://www.airforcesails.com) and compare for yourself. \*\* 17 of 507 members support this list and save money with SailPerks \*\* Visit <http://www.sailnet.com/sailperks/> for details. You are subscribed as ##L@##HTo unsubscribe, e-mail: [islpkt-list-unsubscribe@sailnet.net](mailto:islpkt-list-unsubscribe@sailnet.net) Please email [root@sailnet.com](mailto:root@sailnet.com) for help and assistance

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From: Doug Shaffer <d.dougshaffer@comcast.net>  
Date: September 12, 2004 12:51:51 PM CDT  
To: pacificseacraft-list@sailnet.net  
Subject: Re: [pacificseacraft-list] Re: 37' Pacific Seacraft vs Island Packet  
Reply-To: pacificseacraft-list@sailnet.net  
I am the proud owner of PS 34 #280. Last year, I crewed in the Bermuda race on a friends IP380. It was not my first time on this boat and again I was less than impressed with the way the boat sailed and the level of comfort and safety below decks while underway. I was the cook as well as deck crew so I spent a considerable amount of time below decks and found the interior too big with respect to moving about safely underway. Granted my '34 is smaller boat but there is always something solid to grab on to or brace against in the cabin and galley. The IP 380 is not just big...its cavernous and its easy to get launched across the cabin even in the fairly light to moderate seas we encountered during the last year's race. Handling wise, the IP 380 exhibited an extreme amount of

weather helm. This may have been a factor of us carrying as much as sail as we could since we were "racing". We finished middle of the pack overall. My conclusion, The IP 380 is a great boat if you have a lot of worldly possessions and want to take them all with you. The big beaming cabin affords lots of storage but like anything in sailing it comes at a price which is seakindliness and feeling secure while moving about below decks.

Doug Shaffer  
Windsong

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From: Randy Graham <rannann@yahoo.com>  
Date: September 12, 2004 8:31:38 PM CDT  
To: pacificseacraft-list@sailnet.net  
Subject: Re: re[2]: [pacificseacraft-list] 37' Pacific Seacraft vs Island Packet  
Reply-To: pacificseacraft-list@sailnet.net  
Bill

My sailing Godfather, the guy who got me into cruising , wore out a couple of Allieds on Long Island Sound, the last of which was a Ketch. It was a classic design and I remember how nicely built and roomy it was. No wonder there is an active online owners group for such a well built yacht. I don't know for certain but I believe that Allied must have gone out of business long before wide use of the internet and the current online support group is the ultimate tribute to a classic product.

I am sure that some highly intellegent business historian could tell us why Allied went out of business despite haveing such a good product but I am not sure we owners would understand or even care about the competitive and regulatory pressures that face yacht builders today. What will governments do re environmental (VOC emissions) and other regulations, sales and use taxes etc that will determine where modern yachts can be built and sold? What will the buying public demand in their future yachts?

Both Bob Johnson of Island Packet and Don Kohlmann of Pacific Sea Craft seem to have found viable business practices that result in durable products that create value for owners, yacht brokers and company employees. Other boat builders , no need to mention them by name, seem to care less about how their product will perform in less than ideal sailing conditions or how long their boats will last. As proud owners of great yachts, lets remain passionate about our beautiful boats and spread the word re quality and sea worthyness (SP?) to all who will set still long enough to listen.

Randy Graham  
Island Time, PSC 37 325

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From: LivnAboard@aol.com  
Date: September 11, 2004 7:11:54 PM CDT  
To: pacificseacraft-list@sailnet.net  
Subject: Re: re[2]: [pacificseacraft-list] 37' Pacific Seacraft vs Island Packet  
Reply-To: pacificseacraft-list@sailnet.net  
Randy...I cannot express how "well put" I consider your comments. My wife and I recently "traded down" to a Dana from an Allied ketch. Both boats are 'beautiful' in their own way. We miss the room of the Allied but love the ease of sailing the cutter rig on Morning Star. While Allied has been out of

business for a number of years, the very active group online was wonderfully supportive -- and my experience(s) with Don and PSC mirrors your own. (Don, you still owe me an email!) :)

In any case...well put...let's all be happy that we're sailors and can have an active -- even spirited -- discussion regarding our boats and the boats of others. As long as we don't stoop to politician-level mud slinging, we have lots to be proud of.

Sail Safe!

Bill Huesmann

Morning Star (Dana 139)

Gulf Shores, AL

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From: "William B. Crealock" <crealock@dslextreme.com>

Date: September 15, 2004 2:05:57 PM CDT

To: pacificseacraft-list@sailnet.net

Subject: [pacificseacraft-list] Pacific Seacraft design

Reply-To: pacificseacraft-list@sailnet.net

I have watched with admiration the discussion of the relative merits of Island Packet & Pacific Seacraft boats (particularly the 37). There are one or two comments I would like to add as briefly as possible. By an extraordinary coincidence some of these might be favorable to the 37, but I am not denigrating the I.P boats, which have brought pleasure to many people.

One must bear in mind the main purpose of a design. The 37 was, throughout, aimed at those people who, while wanting a pleasant boat to sail locally, just might want one day a boat able to take them in safety to any part of the world; and this with as much speed and comfort as possible without detracting from seaworthiness. I consider crew fatigue to be a major enemy of seaworthiness, and this meant an easy motion, dryness, strength, windward ability, a comfortable deep cockpit, a safe interior and, above all, ease of handling and balance with or without steering aids. With a small crew, possibly no longer athletically endowed, these are what make for fast passages.

The principal dimensions, amount of overhang, underwater shape were all chosen for that main purpose, hopefully including a touch of elegance. There are negatives. Interior volume tends to be judged relative to overall length making the hull with longer overhangs seem smaller. Similarly, the ratio of beam to overall length appears less, whereas the more important ratio of beam to waterline length may be normal. The displacement/length ratio will also seem larger with the longer overhangs. Beware the numbers game, it's too easy to fake.

Finally, with shameless conceit, a great deal of thought went into the underwater afterbody in a effort to produce a boat which would take care of its crew under the most severe conditions. Perhaps it worked; we had reports from two 37 owners caught out under just such conditions, in each case running for their lives under bare poles before heavy wind and seas hitting the peg at 12 knots when surfing. Both made the same remark, "steering was so easy it would have been more fun with a tiller."

It just happens that "Good Old Boat" magazine (763) 420-8923 has a review of the 37 coming out in their November issue (I have no idea whether it is favorable or not). For those who might be interested I have contributed a short piece on the design of the 37.

Bill Crealock



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From: Jared Cook <chiaricook@earthlink.net>  
Date: September 15, 2004 2:41:19 PM CDT  
To: pacificseacraft-list@sailnet.net  
Subject: Re: [pacificseacraft-list] Pacific Seacraft design  
Reply-To: pacificseacraft-list@sailnet.net

What a surprise to see a note from Mr. Crealock on the site! Not only are we blessed with a builder that monitors what we owners are discussing, we have the ear of the designer, as well. Thank you, Mr. Creaklock.

Every time I'm putting in that last reef when I'm in a blow near the Channel Islands here in S. Calif. I'm reminded that I'm enjoying the fruits of your design concepts.

Thanks again from a very proud and satisfied owner. You have increased my quality of life immeasurably!!

Jared Cook  
PSC "Crealock" 37 #344  
Bunky II

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From: Dave <DNewberg@mn.rr.com>  
Date: September 16, 2004 12:57:21 PM CDT  
To: islpkt-list@sailnet.net  
Subject: Re: [islpkt-list] Island Packet vs Pacific Seacraft  
Reply-To: islpkt-list@sailnet.net

Many thanks to those who took the time to comment and answer our questions (both on and off-list) regarding the Island Packet and its comparison to Pacific Seacraft here as well as in Pacific Seacraft sailnet, where our questions were also posed.

While selling our boat, and looking at PS37s, the Island Packets which we'd initially brushed over were presented to us as an equal quality, competitively priced and more plentiful alternative. Our quest (met by your responses) was to get plenty of honest comments and real criticism from both sides, especially from those not intent on selling their boats thus no sales pitches, no negative comments withheld, etc. It has been a very interesting endeavor, having first looked at both builder's advertising claims and then comparing what owners said. We are sure there are many other builders that would not fare so well in this comparison.

There was strong praise (and some criticism) from both sides and Island Packet got very high marks in all areas. There are plenty of reasons to like the IP, not the least of which is its impeccable quality, and we had hoped to make our shopping easier and field similar comments on sailing characteristics from both sides, thus making it merely a choice between a really pretty boat with smaller space vs. a tolerably boxier boat with loads of space and loads of great standard equipment.

It was suggested that Janet would be the one to go for the bigger interior and that I would choose the PS, but she, who is only 5'2" favors PS's tighter, safer feeling spaces below in lieu of all that wonderful space to bounce around in. It sure would be nice to have an extra aft cabin for guests, but the boat is first and foremost for just the two of us. Our other deciding factor: general comments regarding sailing characteristics, especially from those who had sailed both

boats, favored the PS based on our own sailing patterns and expectations. So we have decided to sacrifice extra space for the sailing attributes we were looking for. This was truly a great experience for us and certainly not a foregone conclusion at the onset.

Thanks again. You have a great network here. Fair winds and best wishes to all.  
Dave & Janet Newberg

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From: Colwell Carey M NPRI <ColwellCM@Npt.NUWC.Navy.Mil>  
Date: September 16, 2004 1:51:44 PM CDT  
To: 'Dave ' <DNewberg@mn.rr.com>  
Subject: RE: [islpkt-list] Island Packet vs Pacific Seacraft

Dave -

Your vessel will serve you well. I was on the same "fence". Your major loss will be the Island Packet "community" from the factory, dealers and down to each owner. Happy sailing and perhaps we'll see you out there.

Carey

Catspaw 380 #22  
Narragansett Bay

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From: Dave <DNewberg@mn.rr.com>  
Date: September 16, 2004 2:15:05 PM CDT  
To: <pacificseacraft-list@sailnet.net>  
Subject: Re: [pacificseacraft-list] Pacific Seacraft design

Many thanks to Mr. Crealock and to the many others who took the time to comment (both on and off-list) and answer our many questions regarding the Pacific Seacraft - Crealock 37 and to our second inquiry comparing PS37 to Island Packets. We couldn't have hoped for a more lively discussion. We posed a similar set of questions as well in the Island Packet sailnet.

While selling our boat and looking at PS37s as a replacement, the Island Packet was presented to us as an equal quality, competitively priced and more plentiful alternative. Our quest (satisfied) was to get plenty of honest comments and real criticism from both sides, especially from those not intent on selling their boats thus no sales pitches, no negative comments withheld, etc. It has been an interesting endeavor, having first looked at both builder's advertising claims and then comparing what owners said. We are certain that many other builders would not fare so well in this regard.

We noted that positive commentary regarding sailing characteristics, seakindly motion, and all out seaworthiness poured more fluidly from the notes of PS owners. Although there was strong praise (and some criticism) from both sides generally for their chosen boats, there was a notably more passionate response from PS sailors, and that they also held an edge in negative comments toward the IP counterparts. Whether it was pride or just pure satisfaction or whatever, we don't know. But no excuses were made; "we have the sweetest-sailing (and best-looking) boat on the planet" is pretty much the attitude that we got from PS sailors.

There were plenty of reasons to like the Island Packet with its impeccable quality (not really an issue on either boat) and high marks all-around. We had hoped to have a bigger basket of boats to pick from by fielding similar comments on sailing characteristics from the IPs, thus making it merely a choice between

a really pretty boat with smaller space and a tolerably boxier ("uglier" your words - not mine) boat with tons of space and tons of slick standard equipment. Because we are anything but dock-sitters, the real deciding factor was the commentary regarding sailing characteristics and seagoing comfort, especially from those who had sailed on both boats. It would be nice to have an extra aft cabin for guests, but the boat is first and foremost for the two of us. Janet is only 5'2" and favors PS's tighter/safer spaces below and both of us clearly wish to end the pounding we have been taking and get into a "sweet-sailing" boat, so again (still) we are in the market for a PS. Since we can't quite buy a new 37, we just have to pry the right one loose from someone at the right price. Looking forward to joining your ranks! Thanks again and fair winds to all.  
Dave and Janet Newberg

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From: david@hshyachts.com  
Subject: IP vs. PS  
Date: September 11, 2004 11:55:08 AM CDT  
To: DNewberg@mn.rr.com

Hello Dave. I thought I would write you off list regarding your questions about IP and PS because I am a yachtbroker and don't wish to offend any one on the list. I have been selling sailboats for twenty one years now and have been a dealer for Island Packet and Pacific Seacraft and had both lines together for a period in the early to mid 90's. I have recently changed companies and no longer represent either company. I do have extensive experience with Pacific Seacraft with approx. 7000 miles on a 1981 PS 37 and about 14,000 miles on a 1998 PS 40. I owned the PS 37 with a partner and he wanted a new boat in 1997 and the PS 40 was not affordable for me but we have an arrangement where I take care of the boat for the owner and he lets me sail her whenever I want. Yes it is a great arrangement for me and the owner. We keep the boat in the Clear Lake area south of Houston and have sailed both boats to Mexico and back multiple times.

When I was a dealer for both boats I was asked frequently which boat I would buy. My standard answer was how am I going to use the boat? If I am primarily living aboard at the dock, which a lot of boats are used for, then I would choose the Island Packet for the obvious reasons of huge interior volume. I lived aboard an IP 38 for several months. If I am going cruising then I would choose the Pacific Seacraft because they are simply a better sailing boat. The Island Packet boats did not get the nickname of "Island Piglet" for no reason. The extreme beam and carrying the beam so far forward is not conducive to upwind performance. Island Packet owners will tell you that all you need to do to get the boats moving is to crack off ten degrees which is true but if you give up five or ten degrees of pointing ability you can add days to an upwind passage. I promise you if you go cruising you will spend more time with the wind on the nose than you might think. Get a plotting sheet out and see what even five degrees of additional pointing ability will do the total distance covered on a thousand mile passage. If you are coastal cruising only then the sailing performance may not be that significant to you.

I will try to address some of your questions you raised in your email. I can't really comment about your question about sea kindness because I have not sailed any IP's in heavy offshore conditions. I have sailed several of their models but only in Galveston Bay. I can tell you that I think the PS 37

is the sweetest sailing boat I have sailed in all conditions and being a yacht broker I have sailed quite a few boats. I have sailed both models of the PS in very heavy conditions for days at a time.

As far as your question about hull integrity and ability to handle a grounding I don't think you will go wrong with either boat. They are both built incredibly well and are very strong. Build quality is not a question for either boat. My only concern with the IP on a grounding is if the boat grounded on a hard surface such as a reef and the outer skin of the hull/keel was broached around the ballast it would be very difficult to dry out to repair and there would be concern of the iron ballast rusting and expanding. I do have to say I have not heard of this being a problem.

Regarding the keel versus deck step argument you can get as many opinions as you want but I will throw mine in as well. I think that either is acceptable. It is more difficult for the builder to do a deck step than it is to do a keel step. It is easy to put a step on top of the keel and have the large hole in the deck for the mast to come through. One advantage of the deck step is the likelihood of having a leak is significantly less and there will not be water coming down the inside of the mast through to the bilge. The PS 37 is deck stepped and the PS 40 is keel stepped. I spoke with Bill Crealock about this and he started talking about moments of inertia of the spar on the 40 vs. the 37 and the necessity to keel step the 40 spar.

Regarding the encapsulated ballast versus the external I addressed that a bit above. I can tell you that due to a crew error on a trip up the east coast of the Yucatan Peninsula we put my PS 40 on the reef. Fortunately we only hit once but it was a very solid hit. I was expecting more damage than we had. There was a significant ding in the lead that we pounded back with a hammer at the next haulout and faired and repainted. Really no damage at all.

Finally regarding handling in tight conditions is where the IP's can't even come close. Why do you think that they offer bow thrusters on all of their current models. Once you learn how to drive the PS you can make it do almost anything under power. You can turn a 37 in a boat length using her prop walk and engine thrust. You can also drive a PS backwards as far as you want to go.

I know this is just one man's opinion but it is backed by some significant experience at sea. It is important to give consideration to how you are going to use your boat and what is important to you and the ones going sailing with you. Both of the boats you are considering are very well built boats. One is going to allow you to carry more stuff with you and one is going to sail better. The PS has an incredible amount of storage also. They will both get you where you are going.

Now in closing I would like to tell you that I would like to help you find the right boat if you do not have a broker working for you already. I cooperate with brokers all over the U. S. so I can deal with you on almost any boat listed with a broker. I am also experienced moving boats all over the country so don't be too concerned about finding a boat near home. If you go to my web site it will take you to my listings you will see that I have probably the best late model PS 37 for sale on the market. I sold this boat new and know her well. I have also sold many Island Packets including one of the first IP 370's built. If you would like the help of a broker that is knowledgeable in the kind of boats you are considering I would very much like to put my experience to work for you. Good luck with your search and if I can be of help or if you would just like to talk feel free to call or email.

David Jackson

Higgins, Smythe and Hood Yachts

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Twenty years experience in professional yacht sales

- - - CABO RICO THREAD - - - - -

From: Dave <DNewberg@mn.rr.com>  
Date: January 3, 2005 5:05:41 PM CST  
To: Cabo Rico <caborico@list.sailnet.net>  
Subject: [caborico] Shopping for a used Cabo Rico  
Reply-To: Cabo Rico <caborico@list.sailnet.net>  
Greetings and happy new year to all Cabo Rico owners and readers of this site. This inquiry is directed to those who have knowledge about the 34 and/or the 38 and are willing to take a few minutes to offer their opinions. My wife and I are currently shopping for a used boat. We favor Bill Crealock's cruising designs above others. After posting a similar inquiry to this on the Pacific Seacraft site and also spending a good deal of research time, we are quite satisfied that the PS 37 would please us, however, due to the limited number available that qualify (we have a price limit, vintage minimum, and want the shoal-draft Scheel keel) we are also now considering Cabo Rico. Some info and opinions would be much appreciated. Has anyone compared the Cabo Rico 34 or 38 to the Pacific Seacraft 37? The Pacific Seacraft folks say that 1989 is when PS started using vinyl-ester resins and/or other chemicals in a successful effort to reduce problems with gelcoat blistering. Is that the case as well for Cabo Rico or is it safe to look at older models. Please comment on sailing characteristics, comfort in big seas, handling, short-handed sailing, helm pressures, wind-vane issues, etc. Comments about interior comfort and size/storage? Any specific concerns regarding the CR 34 or 38 when looking at used models? What features, if any, do you consider critical which may be options or production-improvements that CR has made and is there a model-year associated with the availability of these items ... and ... what owner-initiated improvements or installations do you consider critical that we should look for or plan to make on a used CR? I have read the recent posts about troubles in reverse and feathering props and since we are in a tight harbor, I guess that we should plan on acquiring one. What have I forgotten to ask? Any other comments will be greatly welcomed and appreciated. My apologies if this has already been discussed, but I don't know how to dig through the archives if they exist. Many thanks and looking forward to your response!  
Dave and Janet Newberg

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From: sharon isikoff <sisikoff@earthlink.net>

Date: January 3, 2005 5:22:01 PM CST  
To: Cabo Rico <caborico@list.sailnet.net>  
Subject: Re: [caborico] Shopping for a used Cabo Rico  
Reply-To: Cabo Rico <caborico@list.sailnet.net>

We've had our CR38 Lollipop since 1987, have cruised the whole caribbean in her. When we bought we also considered the Crealock 37 but decided we liked the wider side decks of the Cabo Rico better and that the Cabo Rico had much much more interior storage. We pack away 6 months worth of food at a time, including the dog and cat food. She is sea kindly, easy to handle although neither of us is very big, and has held up very well over the years. We have a little minor cosmetic blistering but I think we were built before the new fiberglass technology. As for options, it all depends on what you will be doing with her. For example, we would no longer go offshore without radar, though we sailed her for years without it. And since we are tropical sailors, adequate canvas is a must. We put a radar arch on the back, and we also put davits on. The radar arch is incorporated into the bimini so you can't really see it, but you can see the davits, and yeah, they do detract from the overall appearance, but we have never had our dinghy stolen and we know where it is when bad weather hits at anchor in the middle of the night. So for the way we cruise, davits are worth it. The other thing we would no longer be without is an anchor windlass and oversize anchor with chain. As for improvements over the years, I am sure there must be some, but it is pretty hard to improve on perfection.

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From: HHSRN@aol.com  
Date: January 3, 2005 5:33:32 PM CST  
To: dnewberg@mn.rr.com  
Subject: Cabo Rico

Dear Dave and Janet:

If your looking for a cruising boat.... they are both fine boats. I own a CR 38. (1881) It's in perfect shape... including rebuilt engine and paint job. My only complaint is the ability to go into the wind.... I'm sure the PS has the same problem. Concerning reverse... I am in a very tight slip and I don't have any trouble maneuvering.

If your looking for a cruising boat... I will assume that you intend to travel. If you travel... there are two issues Safety and Comfort. I have traveled a lot of miles and have always felt both safe and comfortable... to me that is the bottom line. Again, the PS will offer the same protection and comfort. My boat "Hell's Bells" is out of the water right now in Rock Hall, MD.... I plan to put it in the water in late April.... if you live nearby you are welcome to come aboard and take her for a spin and formulate your own opinion. By the way... mine is not for sale.

I think because the boats are so similar.... in the end ...which ever boat catches your fancy will play a big part in the purchase decision.

Ed Raiburn

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From: Dave <DNewberg@mn.rr.com>  
Date: January 8, 2005 3:43:16 PM CST  
To: <HHSRN@aol.com>  
Subject: Re: Cabo Rico

Hello Ed

Many thanks for the direct response and your opinions. We know the PS37 rather well due to our research and visiting with owners, but are trying to get a "feel" for the CR. The responses from the sailnet have been most helpful. Clearly there are few of either boat for sale and we are waiting for the right one to come along then we'll make the inspection trip. If we happen to be near Rock Hall at launch time we will certainly contact you. It appears that our boat shopping may take us to mane east-coast locations this winter and spring.

Cheers

Dave

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From: George and Joan Pidot <pidot@charter.net>  
Date: January 3, 2005 5:36:44 PM CST  
To: Cabo Rico <caborico@list.sailnet.net>  
Subject: Re: [caborico] Shopping for a used Cabo Rico  
Reply-To: Cabo Rico <caborico@list.sailnet.net>

Naturally, I am biased because we have sailed our CR 38 pilothouse for the past five years. They are built and beautiful. Ours is now for sale as we are transitioning to another phase. She was built in 1999. Obviously, a pilothouse is a different experience in terms of interior volume and airiness. We, and most observers agree, that CR built one that is also lovely to look at. George Pidot

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From: Cabo79@aol.com  
Date: January 3, 2005 6:08:07 PM CST  
To: Cabo Rico <caborico@list.sailnet.net>  
Subject: Re: [caborico] Shopping for a used Cabo Rico  
Reply-To: Cabo Rico <caborico@list.sailnet.net>  
How much do you want to spend and what is the oldest you will take.  
Breck Caine  
CR38 #19 Run-A-Way  
Myrtle Beach SC

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From: "Mark R Pharr, Jr." <mrpharr@bellsouth.net>  
Date: January 3, 2005 8:02:24 PM CST  
To: Cabo Rico <caborico@list.sailnet.net>  
Subject: RE: [caborico] Shopping for a used Cabo Rico  
Reply-To: Cabo Rico <caborico@list.sailnet.net>  
Hi folks, I sail a CR 38, No 38 (1980) and was most intrigued by your comment about the radar arch incorporated into the bimini top. Would you be willing to share a photograph of how you did it. You can email me at mrpharr@bellsouth.net, or snail mail to:  
Mark Pharr  
220 Edgewater Drive  
New Iberia, LA 70563

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From: mickey panayiotakis <mickey@slowresponseteam.com>  
Date: January 3, 2005 9:21:04 PM CST  
To: Cabo Rico <caborico@list.sailnet.net>  
Cc: Cabo79@aol.com  
Subject: Re: [caborico] Shopping for a used Cabo Rico  
Reply-To: Cabo Rico <caborico@list.sailnet.net>  
The statement about VE resins makes me think that he's looking for a VE-made boat. I think CR started using VE resins in 1988.  
mickey

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From: Howard Goodwin <goodwinds@cox.net>  
Date: January 4, 2005 5:32:56 AM CST  
To: Cabo Rico <caborico@list.sailnet.net>  
Subject: Re: [caborico] Shopping for a used Cabo Rico  
Reply-To: Cabo Rico <caborico@list.sailnet.net>

We are Howard & B Goodwin.  
Our CR38 Hull # 90, "Goodwinds", is for sale.  
We are located in Washington, N.C. It is well equipped for cruising. We will take fair market value for her.  
Howard

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From: Dave <DNewberg@mn.rr.com>  
Date: January 9, 2005 4:39:46 PM CST  
To: <goodwinds@cox.net>  
Subject: Re: [caborico] Shopping for a used Cabo Rico  
Hello Howard  
We may be interested in your boat. What year was she built/launched and what is approximate price.  
Thanks  
Dave

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From: Howard Goodwin <goodwinds@cox.net>  
Date: January 10, 2005 3:29:44 AM CST  
To: Dave <DNewberg@mn.rr.com>  
Subject: Hull #90  
Reply-To: goodwinds@cox.net  
Hello Dave:  
I can answer one of your questions, but we have not decided on a price just yet. The boat was launched at the 1984 boat show in Boston. There was a hurricane that weekend and it experienced some damage, and the expected owner rejected it. It was then returned to Costa Rica, where it sat for a year. (Insurance etc.). It was completely refitted at the factory and sold to me as a 84 model with a new boat warranty in June of 1987. I have never regretted buying it rather than a 1987 model and it saved me quite a bit of money.  
We are hauling it this week to do the bottom, and examine fittings etc.



I hope to have a "brag sheet" and price together in a few days and I will get back to you.  
Thanks for your interest, stay tuned.  
Howard

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From: mjmbldgdes@verizon.net  
Date: January 4, 2005 10:00:06 AM CST  
To: DNewberg@mn.rr.com  
Subject: Cabo Rico 38

Hi Dave,

My name is Mike Mathias, I am the owner of "Alcyone" 1984 Cabo Rico 38 Hull #87. A couple of years ago I did a review of my experience while buying our CR 38, as well as a review of the boat and its performance etc. You can read it on the SAILNET web site under Boat Check Reviews. We have owned her since 1995 and really love the boat, she is totally restored except for revarnishing the interior, unfortunately, some health issues have forced us to put her up for sale. After reading the review, I will be glad to answer any questions. Where do you live and where do you plan on sailing?? We live in Mansfield, MA and sail in Buzzards Bay on the south coast of New England. Hope to hear from you.

Mike Mathias

"Alcyone"CR 38 Hull #87

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From: Dave <DNewberg@mn.rr.com>  
Date: January 4, 2005 10:12:37 AM CST  
To: <mjmbldgdes@verizon.net>  
Subject: Re: Cabo Rico 38

Hi Mike

We will be sailing initially on Lake Superior where we have been for 17 years, then plan to move boat in a few years to S Carolina/Georgia area for winter sojourns southward.

I will look at your review, although my inclination is to look for boats new enough to have Vinylester resins in the gelcoat for blister resistance. Perhaps you could email me a comment specifically about that.

Thanks

Dave

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Dave,

When we were looking for boats the bottom was also one of my concerns. "Alcyone" was always kept in New England where she was hauled out every winter and allowed to dry out in the off season. Boats kept down south in the water year round are more susceptible to blistering. The first thing we did during the survey was look for blistering. We found very minor small dimples throughout the hull, most less than the size of a common pin head. My first project was to grind out all of these dimples (which did not extend much beyond the gelcoat), I then patched and filled according to the paint manufacturers specifications, then applied a multiple barrier coats again to "Interlux" specifications. I have had no problems to date.

I really think that the major problem is with bats that have been kept continuously in the water. Also I think that boats kept in salt water are also more prone to blistering. Attached is a picture of "Alcyone", before the new set of sails.

Mike Mathias

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From: James Marsden <oldtyke@nc.rr.com>  
Date: January 5, 2005 11:11:48 AM CST  
To: Cabo Rico <caborico@list.sailnet.net>  
Subject: Re: [caborico] Shopping for a used Cabo Rico  
Reply-To: Cabo Rico <caborico@list.sailnet.net>

Hi Dave,

Reading between th lines of your email I suppose that my CR 38 "White Rose" Hull #16, 1979 would be a little too venerable for your requirements.

However she is, sadly, up for sale and I would be glad to provide more information if you are interested.

There has been a lot of discussion about hull blistering on older boats but most of the comments have been contrary to my experience. CR Hull # 16 is blister free after being 25 years in the water. I have owned "White Rose" six years.

As to difficulties in going astern, I would say that all full keel vessels are comparatively difficult to steer in reverse and that this characteristic is not specially a CR 38 problem. Given that of nearly all harbors we entered on our Mediterranean cruise required us to moor 'stern to', at first, reversing into narrow spaces was quite challenging. However, by the time we left the Med. we had become quite accomplished at reversing into small openings. Basically the rudder is useless unless one is reversing fairly quickly, which can be frightening, especially as "White Rose", because of her heavy displacement, requires a plenty of room to stop. To move the stern where I want it to go when reversing, requires full opposite rudder and a burst of full ahead. This yaws the boat controllably. I also learned suppress my pride, and to pull out and try again if at first I did not succeed. By the way, "White Rose" has a the two bladed prop with which she was equipped when built.

"White Rose proved herself to be an excellent cruising boat. Three years ago I sailed her from Beaufort to Antigua by the ocean route and back again via Caribbean Islands, Puerto Rico, Hispaniola, Turks and Caicos and Bahamas. The outward trip was exhilarating, with strong winds and big seas for most of the voyage. That was my trial run in preparation for my Transatlantic cruise. Last year we completed an Atlantic circuit starting and ending in Beaufort North Carolina. I gained reversing experience in the Med on this trip. " White Rose" proved to be a dependable, quiet, dry and comfortable sea boat, with plenty of room for provisions for a crew of four for on long sea passages.

I have had the opportunity to cruise as crew on a friend's fairly new Pacific Seacraft 37. A couple of years ago I crewed on a trip from Beaufort to Bermuda in her. The PS 37 is an excellent boat, very well made. The CR 38 has considerably larger storage capacity and deck space and because of its clipper bow is much drier than the PS 37. However, the bouyancy of the clipper bow does make motoring and sailing into seas, slow compared with the PS 37.

James Marsden

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Dave;

I decided to write you directly rather than post a message.

We sail on Lake Erie. We have Hull # 89 a 1984 Cabo Rico 38. We had a 1982 surveyed prior to buying this boat. The same surveyor did both. He noted a number of improvements in construction and attention to detail between the two boats. He felt the '84 was a considerably better boat. These boats were previous to Frazer Smith and his brother owning the company. I would say in general there were a number of positive changes made from 84-85 on.

We have owned the boat for six years. One of the most common problems I have seen and heard about is leakage around the ports due to poor maintenance. It normally is an easy fix to pull the ports check the coring, fix any problem areas and reset the ports. We have had to do this on two ports. New Found metals makes a great replacement port for about \$180.00 that has a lot of nice features. There are some cosmetic blisters but nothing I am going to worry about yet.

Boats older than 1984 -1985 with teak decks you may want to steer away from. Teak decks in general for that matter.

There is considerably more storage room in the 38 than the 34.

In reality no matter what the year the boat was built very strong and rugged. All my sailing friends have been amazed at how well she sails on all points. It will do half the wind speed up to 15 kts. It just won't accelerate up to that speed quickly. Then again it maintains speed nicely in light chop due to it's weight. She steers well under sail. I feel the backing issue is a bit overdone. No different than many other boats. Greeting some speed taking it out of gear and hard over to port and that big rudder does a pretty good job. I can put the boat most anywhere I wish. There is plenty of rudder at all speeds and plenty of thrust.

The high bulwarks are really nice underway in rough wx and the stanchions were made to hold onto. The wide decks are extremely nice and there is plenty of room to work forward. We also have enough space to put our 8' hard dinghy over the forward hatch and still can get forward and have room to work. The cockpit is dry and very secure.

Our boat layout has the open quarter berth and centerline table. The V berth is one of the most comfortable and roomy I have been in. You still have to roll out kind of backwards though. As far as wants below we would like a separate shower but do not care for the loss of cabin space on those Cabo models that have one. Depending where you plan to sail a cockpit shower works great. The galley is great and frig is large but a bit deep at time when reaching that beer on the bottom

Depending on your budget I would look at 84 - 85 or newer if you can. However; if a Cabo Rico has been maintained well any of them will be a good sound boat that will meet all your cruising needs. I haven't sailed a better boat and felt more secure that in this Cabo Rico.

Just so you know I haven't just been lake sailing:

5 Gulf Stream crossings, BVI's, Bahamas, Belize, Guatamala, Most of Florida, Nasua to Eleuthera to Abbacos, Marsh Harbour.

Hope this helps!

Larry & Darlene Barker

venteux

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Hello Larry &Darlene

Many thanks for the direct response. The sailnet has proven to be an extremely valuable tool in our research. Our initial sailing will be on Lake Superior where we have spent the last 17 years then the boat will be moved to the south east somewhere, probably Georgia or South Carolina and will be sailed south to the Caribbean and/or east to the Bahamas every winter and hauled in summer. Having sold our boat in August, we began to focus on Pacific Seacraft because we had spoken with several owners including one owner in our harbor with a 34. We have become very confident in Bill Crealock's designs and when I learned the he also did the Cabo Rico's we had to check them out.

We have added both the CR 34 and 38 to our short list and I am now trying to narrow down the variations available. I know very little of the history of the company, ownership, or the various interior layouts. It appears that the 38 (and perhaps also the 34) was available with either a starboard aft cabin layout or a basic starboard quarter-berth. We are inclined toward the aft cabin due to the frequency of guests, but are mostly concerned with our own comfort and safety. I was not aware that a different head/shower arrangement was available.

If you know about the options, perhaps you could comment on the difference as I have only seen schematics of the 38 with the aft cabin and those which I have seen (online) have had such poor detail that I could hardly look at them. Do you know of a site where I could view the various interior layout options. Shopping for the PS37 was easy - they only have one layout which they have stuck with forever.

Thanks again

Dave

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Dave;

We have what I call the open plan. That being an open quarter birth. It gives a more roomy and open feel to the cabin as opposed to the enclosed quarter birth. My wife, Darlene, has solved the privacy issue for guests by making a rather simple enclosure for the berth. I have some pictures I will look for them and send them along. She cut the curtain to conform to the opening just as you come down the companion way at the nav station. On top the nav station she has mounted a roller shade upside down and cut the outside edge to conform to the cabin contour. Pull the shade up to a small brass hook and roll it back up (back down)when you don't need it. Took me a while to understand it also.

Usually Yachtworld will have enough 38's listed that will show the various layouts. I will forward any links I run across. You might contact Cabo Rico and see what they might send you also. What is your time frame for purchase? This spring?

Larry

Venteux

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From: Don and Becky <mail@twogypsies.com>

Date: January 7, 2005 6:20:52 PM CST

To: Cabo Rico <caborico@list.sailnet.net>

Subject: [caborico] CR 38 For Sale

Reply-To: Cabo Rico <caborico@list.sailnet.net>

Dear Cabo Rico List:

As most of you know, we are cruising our beloved Pioneer in the Caribbean this winter, and are considering heading over toward Panama and Guatemala after the Dominican Republic. But we are facing deepening parental health concerns and, regrettably, after this cruise we will have to return to the mountain west and become dirt dwellers for a while.

We will sell Pioneer when we return to the US in the spring. We do expect that this won't be our last boat -- hopefully, not even our last Cabo Rico. We hope no one will take offense to our posting this one-time notice, just in case any readers might be interested in buying our great Cabo Rico 38.

There are probably certain advantages to buying a boat in the Caribbean (we are currently in the Spanish Virgin Islands east of Puerto Rico), and we'd be amenable to selling her sooner than spring, particularly if we could avoid having to pay a broker's fee later. We could deliver her to any island in the Caribbean over the next few months.

Please contact us off-list if you have questions. Because of the difficulty and expense of accessing the Internet in many of these islands, we'll appreciate only serious inquiries. Our email is: [mail@twogypsies.com](mailto:mail@twogypsies.com).

Pioneer is a 1987 Cabo Rico 38 with Plan B design, hull number 113, in excellent condition inside and out. We have a nearly new Yanmar 56 horsepower engine (currently 760 hours) with state-of-the-art installation in 2002; with oversized transmission and exhaust systems and remoted oil filter. Pioneer's primary electrical system was all new in 2002 and includes four 4D AGM batteries (820 Ah), custom mounted 210 amp Balmar secondary alternator along with the 55 amp primary engine alternator, new primary electrical wires, 3000 watt/140 amp Xantrex inverter/charger, monitored by Heart Interface Link 2000 (2002).

Other highlights: New Quantum custom mainsail (built four months ago); Kato davits (2003); Garmin 182c chartplotter at helm (will include Blue Chart chip of buyer's east coast or Caribbean region of choice); central air conditioning/heating by Cruiseair; Icom M-710 SSB with insulated backstay, tuner, foil grounding and largest Dynaplate (we have a terrific signal); new bimini and dodger with completely enclosable cockpit with both screens and high-quality clear walls (2003); Autohelm 6000 autopilot; new sail covers (2003) and other custom Sunbrella covers; washdown pump for anchor; 1200 watt Lofranz windless (2002); 260 feet of 3/8 inch high-test chain and 60 lb CQR primary anchor (2003) plus secondary anchors and rode; new Staylock fittings on shrouds (four months ago); Furuno 24-mile radar; electric/engine water heater; new lifelines (2002); Blake Lavac head (2002); one manual and two electric bilge pumps (one high-volume); interior in high-quality fabrics in green; interior and exterior brightwork looks great; cockpit shower; new Icom VHF; and more.

Includes all the serious offshore gear required by the Caribbean 1500.

A few items could be negotiated, including: Achilles 11.5 foot dinghy with Nissan 9.8hp 2-cycle outboard (both 2002); custom vacuum-packed Winslow 4-man offshore life raft designed to fit perfectly in cockpit cooler (2003); Precision Paines-Wessex 406 GPIRB (new four months ago, battery good to 2012).

Pioneer just completed the Caribbean 1500 from the Chesapeake Bay to the BVI (1,532 nm). Even though we suffered a major gale with winds to 60 kts, we had absolutely NO major equipment problems or failures, unlike a number of other yachts.

We have numerous full-screen Pioneer photos in our 282-page, 97 MB website [www.twogypsies.com](http://www.twogypsies.com) (photos/sailing photos). Pioneer has many more attractive features than we've noted here, so please contact us for specifics. If it takes a while to get back to you, it's because we're on some idyllic remote island.

Thanks again for indulging this post. We just wanted to get the word out early now that we have made our decision.

Oh, one last thing: Because many anchorages in the Virgin Islands are being filled with commercial or Park Service mooring balls, we are posting the specifics of the anchorages we're using, as a service to those who follow. The first anchorage log, with photos, is linked (a button) on the last trip log for 2004. There will be more as soon as we find an Internet connection for uploading that doesn't mess up graphics.

Happy New Year.

In Culebra,

Becky and Don

S/V Pioneer, 1987 Cabo Rico 38, #113.

www.twogypsies.com

mail@twogypsies.com

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From: Leslie Owen <leslie.owen@draegermed.com>

Date: February 26, 2006 4:52:39 PM CST

To: David Newberg <DNEWBERG@mn.rr.com>

Cc: AA3JY@comcast10.net

Subject: Fw: Cabo Rico 34

Dear Dave and Janet:

Clayton sent me your email and address and I will reply. "Tango" was my choice of vessel and we only purchased her last spring. Clayton was dead set on a boat that was still in production so we had been looking at the large number of Island Packets. Even sailed with a friend who had one and were very impressed with the behavior of this heavy but boxy vessel. Seemed strong with good fit and finish and we found an impressive list of vessels in the 32 or 35 foot length in a number of configurations or levels of maintenance. We were interested in shoal draft and found a number with center boards but had some concern for pennants, noise, maintenance, etc.

We visited every IP for sale on the East Coast from Connecticut to Florida and during that time, Clayton was totally focused on the IP product but did have concerns regarding the tank construction. We even found a very nice vessel that was being refurbished by the IP factory. She was really turning out well and I really thought we had found our boat. BUT there was a CR 34 in Fort Lauderdale we had tried to see but the broker had stood us up. : - (. Figured it was meant to not be so we continued looking at the IP's. Also found a CR 34 on the west coast of Florida and did drop by to see her. WOW, were we impressed. Even Clayton. There was, however, a spider crack on the deck with moisture showing up on the inside in the galley just in an appropriate location to the deck break. We went on thinking this sure was a beautiful boat..... We even asked the IP owners we met while touring the IP factory if they had considered the Cabo Rico. The response was that they sure had but could not afford one of those. I was looking for a boat and was looking at both makes of vessels and the IP's were more expensive by about \$10 to \$15 thousand dollars. Go figure???

Heading back to east Florida we found ourselves with enough time to again try to see the CR 34 in Fort Lauderdale and this time the broker showed up. The owners realized we would love their vessel as they had and we were able to strike a deal that included the owner sailing with us for boat delivery part of the way from Florida. We had only read up on the characteristics of the CR 34 and had

great respect for Crealock designs but had not sailed one prior to our sea trial. We really knew we had made the best choice when we departed the Fort Lauderdale cut with all sails up in about 20 to 25 knots on the nose and seas about 5 to 6 feet in a close set chop. I was amazed how well she handled the conditions and how kindly she was to handle with waves well over my head as I stood at the wheel.

The CR 34 offers a lovely balance of sea handling with interior volume for living space and hauling all we want to take with us plus tankage. The deck is easy to move about on. Ventilation is excellent, storage is amazing and the boat is so beautiful it is a joy to behold.

The previous owners were a meticulous German couple who were Canadian citizens. They had purchased her new at the Toronto Boat Show. They then would leave their hair salon and sail from November through March. They took Curdea III (her old name) South over the 9 or 10 years they sailed her. They got as far as Trinidad and Tobago and enjoyed the safety and comfort of their beautiful vessel when they decided to head North. They were sailing with friends (on another boat) and only had the main up to steady the boat as both vessels motored in calm conditions. All of a sudden the rig let go and went over. The owners were prepared to cut the rig away and with help, they got all back aboard and continued to Puerto Rico (I think) where they had the boat put on a ship and sent to Fort Lauderdale, FL. After lots of threats and promises with Cabo Rico.....from what I have heard..... Cabo Rico replaced the rig...I think the owner had to buy the mast but CR did a job on his teak to make up for his misfortune. It seems that the vendor who had supplied the chainplates, did not produce them from the correct quality of stainless steel and though they looked fine, they suffered from crevice corrosion. It seems that they just fractured at the deck and the rig went over.

We benefited from a yacht that had a brand new rig (all but the cransiron), new gennie, new roller furler, new running rigging, new mast, etc.. She was well outfitted for cruising with newer hard bottom inflatable, too large an outboard, davits, insulated backstay, single sideband radio, lots of anchors, chain rodes, windlass, life raft (need to have it repacked if we go off shore) and a really all "stuff" working well. The owners had just used her for an apartment in Florida after the repairs so the first time the gennie was unrolled was for our sea trial.

We had our boat come North on her bottom and that was without any big drama but we had used crew finders due to issues that we could not do the delivery ourselves...the crew finders crew were a disappointment but they did get the boat home despite being sort of stupid.

Good luck with your vessel. Let us know how your trucking trip went. We did ship our previous boat from North of Boston and it worked out just fine. You will find that sailors come up just to look at your lovely sailboat. Had someone think they were looking at a Gossard and when we said "no, it was a Cabo Rico", he apologized saying he did not mean to insult our boat. We are eager for the Spring to be here. Looking forward to getting out on the bay and enjoying some of the relaxation that is there for the taking.

with kind regards,  
Leslie and Clayton  
S/V Tango, hull #2

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END

